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UPPER LAKES

OF

NORTH AMERICA;

BEING

A Guide

FROM

NIAGARA FALLS AND TORONTO

TO MACKINAC, CHICAGO, SAUT STE MARIE, ETC.,

PASSING THROUGH

Lakes Michigan and Superior;

RETURNING THROUGH

LAKES HURON AND ST. CLAIR,

TO

DETROIT AND BUFFALO.

With Embellishments, etc.

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1857.

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TO THE TRAVELING PUBLIC.

THE volume entitled the "UPPER LAKES OF NORTH AMERICA" will be found to contain all the information necessary to be obtained before visiting the *Inland Seas of America*, now opened to Commerce and Pleasure Excursions—affording, during the Summer months, a Trip of the most interesting character.

Lakes Erie, Huron, Michigan, and Superior, together with the numerous Bays, Inlets, and Islands, afford a variety of instructive scenery unequaled in grandeur, both on land and water. The Georgian Bay and North Channel, within the confines of Canada, together with the Straits of Mackinac and Green Bay, lying wholly within the United States, are of themselves large and attractive bodies of water, alike interesting to the seeker of health or pleasure.

The most convenient approach to Lake Superior, the present season, for Eastern travelers, is to take a steamer at Cleveland or Detroit, passing through Lake St. Clair and River into Lake Huron, thence through the beautiful St. Mary's River to Lake Superior. The Western traveler can approach the same point by starting from Chicago, or Milwaukee, and passing

through the Straits of Mackinac, affording an alike grand and instructive excursion.

The Collingwood Route, passing through Georgian Bay, although for the present time discontinued, is no doubt destined to form the great thoroughfare from the Eastern and Northern States and Canada into the Upper Lakes, and from thence to the head sources of the Mississippi and Red River country, by railroad, passing westward to the Upper Missouri, and thence to the confines of the Pacific Ocean—thus forming, altogether, an International Route extending from ocean to ocean.

J. D.

New York, *June*, 1857.

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McKNIGHT'S
LAKE SUPERIOR LINE.

The Splendid Low Pressure Steamer ILLINOIS, Capt. JOHN WILSON, will run the ensuing season between CLEVELAND, DETROIT, SAUT STE MARIE, SUPERIOR CITY, and intermediate ports on LAKE SUPERIOR, as follows:

Leaves CLEVELAND at 7 o'clock P.M.		Leaves DETROIT 10 o'clock A M.	
Tuesday	May 5	Wednesday	May 6
Friday*	" 15	Saturday*	" 16
Tuesday	" 26	Wednesday	" 27
Friday*	June 5	Saturday*	June 6
Tuesday	" 16	Wednesday	" 17
Friday*	" 26	Saturday*	" 27
Tuesday	July 7	Wednesday	July 8
Friday*	" 17	Saturday*	" 18
Tuesday	" 28	Wednesday	" 29
Friday*	August 7	Saturday*	Aug. 8
Tuesday	" 18	Wednesday	" 19
Friday*	" 28	Saturday*	" 29
Tuesday	Sept. 8	Wednesday	Sept. 9
Friday*	" 18	Saturday*	" 19
Tuesday	" 29	Wednesday	" 30

The days of leaving CLEVELAND and DETROIT after Oct. 1st will be irregular, but will be as near the above schedule as weather will permit.

The ILLINOIS is a first-class upper-cabin Steamer, 1,000 tons burthen, fitted and furnished with spacious, airy state-rooms, and all the modern improvements for safety and comfort.

Pleasure-seekers will find this route unrivaled for salubrity of climate, beauty and variety of scenery; while an opportunity is afforded to visit the rich Iron Mines at Marquette, and the unrivaled Copper Mines at Eagle River and Ontonagon.

☞ Parties at a distance wishing to secure State-Rooms, can do so by addressing the Subscriber,

S. McKNIGHT, Detroit.

☞ In addition to Steamer ILLINOIS, two first-class PROPELLERS are run in this line, carrying heavy freight, etc.

* Goes to SUPERIOR CITY. All other trips terminate at ONTONAGON.

LAKE SUPERIOR LINE.

THE STEAMER

NORTH STAR,

B. G. SWEET, Master,

Leaves Cleveland, as follows, at 8 o'clock P.M.	Leaves Detroit, as follows, at 10 o'clock A.M.
Thursday.....April 30th	Friday.....May 1st
Monday.....May 11th	Tuesday..... " 12th
Thursday..... " 21st	Friday..... " 22d
Monday.....June 1st	Tuesday.....June 2d
Thursday..... " 11th	Friday..... " 12th
Monday..... " 22d	Tuesday..... " 23d
Thursday.....July 2d	Friday.....July 3d
Monday.. ..... " 13th	Tuesday..... " 14th
Thursday..... " 23d	Friday..... " 24th
Monday.....Aug. 3d	Tuesday.....Aug. 4th
Thursday..... " 13th	Friday..... " 14th
Monday..... " 24th	Tuesday..... " 25th
Thursday.....Sept. 3d	Friday.....Sept. 4th
Monday.... ..... " 14th	Tuesday..... " 15th
Thursday..... " 24th	Friday..... " 25th
Monday.....Oct. 5th	Tuesday.....Oct. 6th
Thursday..... ..... " 15th	Friday..... " 16th
Monday..... " 26th	Tuesday..... " 27th
Thursday.....Nov. 5th	Friday.....Nov. 6th
Monday..... " 16th	Tuesday..... " 17th

The NORTH STAR is NOT SURPASSED, in point of speed and accommodations, by any boat on the Lakes. She is built for this particular trade, is over 1,100 tons burthen, is fast, staunch, and new. She performs her trips with surprising regularity, and is so well appointed and furnished as to make her a PALACE HOME to the pleasure traveler.

The LAKE SUPERIOR ROUTE, in the Summer Season, is altogether the most picturesque, healthful, and delightful to be found on the American Continent. It contains the grand, the beautiful, and the useful; and bids fair to be one of the most fashionable resorts in the United States. It includes in its circuit the Detroit, St. Clair, and St. Mary's Rivers; Lakes St. Clair, Huron, and Superior; the beautiful Islands on the Route, the Pictured Rocks, Marquette, Copper Harbor, Eagle Harbor, Eagle River, Ontonagon, La Pointe, and Superior City, besides many other localities of great interest and attractive scenery.

To the invalid, the cool and bracing climate will be highly salubrious, while sportsmen find the facilities for fishing and hunting of the most inviting character. The Copper and Iron Mines, the leading business interest of this region, will always continue to attract the enterprising and scientific to their vicinity, and the new and easy communication by the Saut Ste Marie Canal, have made the voyage one of uninterrupted comfort and pleasure.

☞ Rooms secured for the round trip (time 8 days, distance 2,000 miles), by addressing S. & A. TURNER, Cleveland, O.

S. P. BRADY, and CRAGG & BROTHER,
Agents, Detroit, Michigan.

PINE LANDS IN MICHIGAN.

THE SAINT MARY'S FALLS

Ship Canal Company

OFFER FOR SALE

THEIR ENTIRE SELECTION OF

550,000 Acres of Pine and Farming Land

IN MICHIGAN.

These comprise some of the choicest and most desirable lands in the West, either for *settlement*, as an *investment*, or for *lumbering purposes.*

Unlike a considerable portion of the PINE LANDS of the country, these lands are valuable for *farming purposes* after the timber is cut off. They were selected with great care, with particular reference to the quality and quantity of the Pine, and their locality on the *large streams of the State.*

These lands are more favorably situated in reference to the CHICAGO MARKET, than any other Western timber lands. Some of the finest Pine timber is located within 16 miles of Lake Michigan, with good water communication to the Lake, and with but 150 miles of Lake navigation to CHICAGO.

Particular information given, and description of land furnished, on application to

GEO. S. FROST, Land Agent

LAND OFFICE *St. Mary's Falls Ship Canal Co.*,
DETROIT, MICHIGAN.

RAILROAD AND STEAMBOAT ROUTES.

STEAMBOAT AND RAILROAD ROUTE FROM NEW YORK TO MONTREAL, *via* LAKE CHAMPLAIN.

Stations, etc.	Miles.		Usual Time. H. M.
NEW YORK	0		
ALBANY, (*Steamer*)	145		10 00
TROY, (*Steamer*)	151		10 30
Saratoga Springs, (*Railroad*)	182		
Whitehall, (*Railroad*)	223		14 00
Ticonderoga, (*Steamer*)	247		
BURLINGTON, Vt. "	300		20 00
Plattsburgh, N. Y. "	325		
Rouse's Point, N. Y. "	350		24 00
St. John's, Can. (*Railroad*)	374		
MONTREAL, (*Railroad*)	395		26 00

NOTE.—This line of travel affords one of the most delightful excursions during warm weather—passing through Lake Champlain, a most lovely and picturesque sheet of water, surrounded by romantic and mountainous scenery.

RAILROAD ROUTE FROM NEW YORK TO MONTREAL, *via* RUTLAND AND BURLINGTON, VT.

Stations, etc.	Miles.		Usual Time. H. M.
NEW YORK	0		
Poughkeepsie	75		2 40
ALBANY	144		5 00
TROY	150		5 15
North Bennington	182		6 30
RUTLAND	234		8 30
Middlebury	266		10 30
BURLINGTON, (*S. to Plattsb'h*)	301		11 00
Rouse's Point	356		14 00
St. John's, C. E.	379		15 00
MONTREAL	400		16 00

USUAL FARE from New York to Montreal, $9 to $10 50.

RAILROAD AND STEAMBOAT ROUTE FROM NEW YORK TO NIAGARA FALLS AND TORONTO, C. W., LEAVING NEW YORK AT 6 P.M. BY STEAMER.

Stations, etc.	Miles.	Usual Time. H. M.
NEW YORK.....	0	
ALBANY, (*Steamer*).....	145	12 00
Schenectady, (*Railroad*) ...	162	13 00
Utica, "	240	16 00
Rome, "	254	16 30
Syracuse, "	293	18 00
ROCHESTER, (*St. to Toronto*)	374	22 45
Lockport, (*Railroad*)...	430	25 00
Suspension Bridge, " ...	448	26 00
LEWISTON, " ...	452	
TORONTO, (*Steamer*).....	494	30 00

RAILROAD AND STEAMBOAT ROUTE FROM NEW YORK TO OSWEGO, TORONTO, ETC., LEAVING NEW YORK AT 6 A.M. BY HUDSON RIVER RAILROAD.

Stations, etc.	Miles.	Usual Time. H. M.
NEW YORK.....	0	
Poughkeepsie, (*Railroad*)...	75	2 40
Hudson, "	116	4 00
ALBANY, "	144	5 00
Schenectady, "	162	6 00
Utica, "	240	8 30
Rome, "	254	9 00
Syracuse, "	293	10 30
OSWEGO, "	328	13 00
Lewiston, (*Steamer* 140 *m.*).	468	
TORONTO, (*Steamer* 150 *m.*)	478	27 00

NOTE.—Passengers by continuing on by Railroad from Syracuse, *via* Rochester and Lockport, will arrive at Suspension Bridge, 448 miles, in sixteen hours after leaving New York, stop at Niagara Falls if desired, and reach Toronto by Railroad, *via* Hamilton, C. W., 81 miles farther; making the total distance from New York to Toronto by Railroad, *via* Suspension Bridge, 529 miles.

RAILROAD AND STEAMBOAT ROUTE FROM TORONTO TO COLLINGWOOD AND SAUT STE MARIE, MICH.

TORONTO TO COLLINGWOOD (*Railroad Route*), 94 miles.

STEAMBOAT ROUTE.

(Collingwood to Saut Ste Marie, Mich., passing through Georgian Bay and North Channel.)

Ports, etc.	Miles.	Ports, etc.	Miles.
COLLINGWOOD	0	SAUT STE MARIE	0
Cape Rich	30	Sugar Island	4
Cabot's Head	80	Garden River Set.	10
Lonely Island	100	*Church's Landing*	14
Cape Smyth	125	Lake George	20
She-ba-wa-nah-ning	145	Nebish Rapids	24
Man-i-tou-wah-ning (25 m.)		St. Joseph Island	25
Little Current, Great Manitoulin Is.	170	The Narrows	35
		Campement D'Ours Is	38
Clapperton Island	190	*Bruce Mines*	50
Barrie Island	220	Drummond's Island, Mich.	70
Cockburn Island	255	Cockburn Island, C. W.	85
Drummond's Island, Mich.	270	Barrie Island	120
Bruce Mines, C. W.	290	Clapperton Island	150
St. Joseph Island	296	*Little Current*, Great Manitoulin Is.	170
Campement D'Ours Is	302		
The Narrows	305	Man-i-tou-wah-ning (25 m.)	
Sugar Island, Mich.	315	*She-ba-wa-nah-ning*	195
Nebish Rapids	316	Cape Smyth	215
Lake George	320	Lonely Island	240
Church's Landing	326	Cabot's Head	260
Garden River Set.	330	Cape Rich	310
SAUT STE MARIE	340	COLLINGWOOD	340

STEAMBOAT FARE, $8 50. Including meals.

USUAL TIME, 36 hours.

NOTE.—Landings in *Italic*.

STEAMBOAT ROUTE FROM SAUT STE MARIE TO SUPERIOR CITY, WIS., PASSING ALONG THE SOUTH SHORE OF LAKE SUPERIOR.

Ports, etc.	Miles.	Ports, etc.	Miles.
Saut Ste Marie	0	Superior City	0
Point Iroquois	15	Point de Tour	70
White Fish Point	40	*Bayfield*	80
Point au Sable	90	*La Pointe*	83
Pictured Rocks	110	*Ontonagon*	158
Grand Island	125	*Eagle River*	218
Marquette, (Fare, $6.)	170	*Eagle Harbor*	228
Manitou Island	235	*Copper Harbor*	244
Copper Harbor	250	Manitou Island	259
Eagle Harbor	266	*Marquette*	324
Eagle River	276	Grand Island	369
Ontonagon, (Fare, $9.)	336	Pictured Rocks	384
La Pointe, (Fare, $11)	410	Point au Sable	404
Bayfield	414	White Fish Point	454
Point de Tour	424	Point Iroquois	479
Superior City (Fare $13)	494	Saut Ste Marie	494

Usual Time from Saut Ste Marie to Superior City, 54 hours, including landings.

ROUTE FROM NEW YORK TO THE FALLS OF ST. ANTHONY, *via* LAKE SUPERIOR.

Stopping Places.	Total Miles.	Usual Time.
New York to Albany, by (*Steamboat*)	145	12 hours.
Albany to Niagara Falls, (*Railroad*)	303 448	1 day.
Niagara Falls to Toronto, (*R.R. and St.*)	46–494	1¼ "
Toronto to Collingwood, (*Railroad*)	94–588	1½ "
Collingwood to Saut Ste Marie, (*Steamboat*)	340–928	3 "
Saut Ste Marie to La Pointe, (*Steamboat*)	350–1,278	4½ "
La Pointe to Superior City, (*Steamboat*)	84–1,362	5 "
Superior City to Falls St. Croix, (*Portage*)	120–1,482	8 "
Falls St Croix to Stillwater, (*Steamboat*)	30–1,512	
Stillwater to St. Paul, (*Stage*)	18–1,530	
St. Paul to Falls of St. Anthony, (*Stage*)	8–1,538	9 "

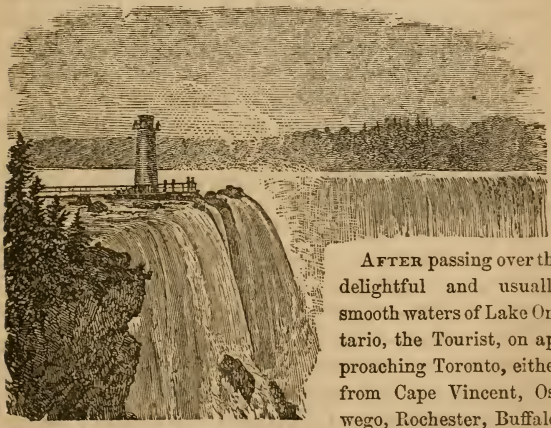
From the *Falls of St. Anthony* to *Dubuque*	326 miles.
" *Dubuque* to *St. Louis*, (*Steamboat*)	474 "
Total	800 miles.

A TRIP

THROUGH THE

LAKES OF NORTH AMERICA.

RAILROAD ROUTE FROM TORONTO TO COLLINGWOOD, AND TRIP AROUND LAKE SIMCOE.



After passing over the delightful and usually smooth waters of Lake Ontario, the Tourist, on approaching Toronto, either from Cape Vincent, Oswego, Rochester, Buffalo, or the Falls of Niagara, usually experiences sensations which incite him to further travel and enjoyment. From this place the tourist can proceed direct to Montreal and Quebec, by railroad or steamer, or to Hamilton and Detroit on the west—while the Collingwood route extends north through a beautiful section of country.

On landing at Toronto from American ports, it is usual for the custom-house officers to question passengers in regard to the contents of their baggage, which if it consists of nothing but common wearing apparel, is passed without further delay, and the porters take charge of the same, delivering the articles as directed. All persons, however, taking into Canada manufactured goods, whether subject to pay duty or otherwise, are expected to enter the same at the custom-house.

The hotels are principally situated on Front Street, facing the bay, Church Street, or King Street, the latter being the principal promenade, or Broadway, of Toronto. Yonge Street is another principal thoroughfare, extending from the Esplanade, or water's edge, for many miles into the interior, affording a delightful drive in pleasant weather. The attractions of this thriving city, in connection with the beautiful bay and harbor, are well worthy the attention of the tourist. For a further description of Toronto, *see page* 240.

The railroads diverging from Toronto are the *Ontario, Simcoe and Huron Railroad*, extending north to Collingwood, 94 miles; the *Grand Trunk Railnay*, extending northeast to Montreal and Quebec, and west through Guelph to Port Sarnia, situated at the foot of Lake Huron, and the *Hamilton and Toronto Branch* of the Great Western Railway of Canada, running from Clifton at the Suspension Bridge, to Hamilton, and thence through to Windsor, on the Detroit River. These railroads, in connection with the steamers, render Toronto a great thoroughfare and mart of commerce. It now takes about thirty hours to reach Toronto from New York; five hours from Buffalo, and only twelve hours from Montreal, since the completion of the Grand Trunk Railway: the favorite steamboat route down the St. Lawrence River consumes about twice as much time. In four hours more the traveler can be landed at Collingwood, at the head of Georgian Bay, from whence steamers leave almost daily, during the season of navigation, for Mackinac, Green Bay, Chicago, Saut Ste Marie, and other ports on the Upper Lakes.

Passenger trains leave Toronto morning and afternoon for Collingwood, etc., starting from the depôt near the corner of Front and Bay Streets. The first objects of interest passed are the Parliament House, University Building, Lunatic Asylum, the Barracks, and Old Fort,* the latter being situated near the water's edge, for the protection of the bay and harbor.

The Grand Trunk Railway also runs for two or three miles parallel with the Ontario, Simcoe and Huron Railroad. The farming land through which the latter road runs is very productive, being in part heavily timbered with maple, birch, beech, oak, elm, pine, and hemlock. For many miles there seems to have been a studied effort to avoid the villages and thriving settlements lying west of Toronto on Yonge Street road.

Thornhill Station, 14 miles from Toronto, is located four miles west from the village, which is situated on Yonge Street. Here are extensive flouring-mills, propelled by water-power derived from the river Don, flowing into Toronto Bay.

The highest summit of the Ontario, Simcoe and Huron Railroad, being 700 feet above Lake Ontario, and 226 feet above the level of Lake Simcoe, is passed about 25 miles north of Toronto. The highest grade ascending is sixty feet to the mile.

Aurora, 29 miles from Toronto, is a small village situated on Yonge Street, where the morning trains usually meet on their way to and from Collingwood.

New Market, 34 miles from Toronto, is an old and thriving town, surrounded by a fine section of country. Here are several mills and other manufacturing establishments, situated on a stream which passes through the village, flowing into Lake Simcoe on the north. Fruit of different kinds, of fine quality, as well as grain, is raised in large quantities in this vicinity.

Holland Landing, 38 miles north of Toronto by railroad, is

* The *Old Garrison*, as it is now called, is situated on the lake shore, commanding the entrance to the harbor. On the capture of Toronto, formerly called *Little York*, by the American army in 1813, the magazine of the fort was fired by the British on their retreat, causing the death of General Pike, the American commander, and many other valuable men. Long may it be before the scourge of war again desolates the frontier bordering the waters of the lakes or the St. Lawrence River.

advantageously situated on Holland River, which empties into Lake Simcoe. It contains an Episcopal, Presbyterian, and Methodist church; steam and water power, grist and saw mills, an extensive tannery, a foundry, and about 1,500 inhabitants. The railway here again intersects Yonge Street, studded with fine dwellings, orchards, and farms, all the way through from Toronto, 36 miles, bearing evidence of wealth, intelligence, and comfort, not surpassed by any other section of Canada.

Bradford, 42 miles from Toronto, is a small village situated near Lake Simcoe. The afternoon train of cars meets at this station on its way to and from Toronto. Large quantities of wheat and other farming products are annually sent from this place to Toronto, and other markets.

Bell Ewart, 53 miles from Toronto, is situated on Cook's Bay, lying at the south end of Lake Simcoe. Here are a convenient steamboat landing, several stores and lumber yards, and a population of some 300 or 400 inhabitants. The stumps and decayed trees by which it is surrounded indicate that it is of recent origin, yet still the town-lots are held at a high price, showing that speculation is not entirely confined to the *Yankees*, as the Americans are here usually called.

During the summer of 1856 the author accepted an invitation to visit *Lake Simcoe*, and take a trip over its lovely waters, now plowed by one of the most comfortable steamers, named the J. C. Morrison, in honor of the President of the Ontario, Simcoe and Huron Railroad. This pioneer work of Upper Canada was first advocated and commenced through the untiring zeal of an enterprising citizen of Toronto, now entirely disconnected with its present management.

The running of the trains on the above road, and the steamer on the lake, is so arranged that pleasure travelers can leave Toronto in the morning, enjoy a most delightful sail around Lake Simcoe, and return to Toronto in the evening, or proceed onward toward Collingwood, reaching the latter place in ample time for the steamer for the Saut Ste Marie, which usually leaves soon after the arrival of the evening train.

The beautiful steamer J. C. Morrison daily leaves Bell Ewart, on the arrival of the morning train from Toronto, making a trip around Lake Simcoe, a most lovely and pure sheet of water, elevated 474 feet above Lake Ontario and 134 feet above Lake Huron. It is about 40 miles long from north to south, and 25 miles wide, embosoming several picturesque islands, the beauties of which are very much heightened by the effects of light and shade during the summer and autumn months. This romantic lake is elevated above Lake Superior about 100 feet; its surplus waters running through the Severn River into Georgian Bay or Lake Huron.

On leaving the landing in Cook's Bay, the steamer usually runs between *Bird* and *Snake Islands*, both being owned and inhabited by Indians of the Mohawk tribe, who here lead an idle life, neglecting the noble pursuit of agriculture for the less certain employment of fishing and hunting.

Jackson's Point, twelve miles from Bell Ewart, is the first landing usually made on the upward trip. This is a picturesque spot, as yet unimproved, although affording a convenient steamboat landing.

Georgiana Island, eight miles farther, is next passed, lying on the east, near the main shore. This is a large and fertile island, at present unimproved.

Beaverton, 29 miles from Bell Ewart and 21 miles distant from Orillia, is a flourishing village, containing about 1,000 inhabitants. Here is a long pier and good steamboat landing. A railroad, to be built, extending from Port Hope, lying on the north shore of Lake Ontario, to Lake Simcoe, will terminate at

Beaverton, which is surrounded by a fine section of agricultural lands, producing wheat and other kinds of grain of good quality.

Thora Island is next passed on the west, and Point Mora on the right, running in a N.W. direction toward the foot of the lake, which here increases in beauty.

Grape Island, lying near the foot of the lake, is a beautiful small uninhabited island; and near by on the west lies *Chief Island*, occupied by Indians. Here the islands and headlands appear to great advantage, being clothed with rich foliage, varied in tint by every passing cloud.

Atherly, 18 miles from Beaverton, is a steamboat landing and small settlement at the foot of Lake Simcoe. Half a mile below Atherly the steamer passes through a narrow channel and draw-bridge into *Lake Couchiching*, or *Severn River*, here some three or four miles wide, containing several beautiful small islands, where may usually be seen the Indians in bark canoes gliding from island to island, seeming in the distance to resemble fairies of by-gone days. The islands may be thus described:

> "All the fairy crowds
> Of islands, which together lie,
> As quietly as the spots of sky,
> Among the evening clouds."

Orillia, Simcoe Co., C. W., is pleasantly situated three miles beyond Atherly by steamboat route. This is a summer resort for invalids and seekers of pleasure. The village contains two churches, three hotels, and several boarding-houses for the accommodation of visitors. Population about 800. This place is destined no doubt to become a favorite and fashionable resort, being easily reached from Toronto or Collingwood.

Rama is the name of an Indian village situated across the lake from Orillia, about four miles distant. The Indians may here be seen engaged in fishing, or paddling from place to place, many of them leading a roving and idle life, no doubt being destined soon to fade away as the falling leaf of autumn.

The Rapids or Falls commence in the Severn River some seven or eight miles below Orillia, which stream empties into

the Georgian Bay near Penetanguishene, after a succession of rapids and falls of 134 feet descent. In the lake and river are to be found good fishing, and game of different kinds, affording ample amusement to the angler and sportsman.

On returning from Orillia, the steamer runs in a southerly direction along the west shore of the lake, presenting a succession of picturesque headlands, and most beautiful water scenery.

Hawkstone, 15 miles south of Orillia, is a new settlement, where buildings are being erected for the accommodation of summer visitors. On leaving Hawkstone the steamer runs direct for Bell Ewart, passing the mouth of Kempenfeldt Bay, at the head of which lies the town of Barrie. *Big Bay Point*, eight miles from Hawkstone, is next passed, and the steamer soon enters Cook's Bay, on which is situated Bell Ewart, 33 miles south of Orillia. The steamer usually arrives at $5\frac{1}{2}$ P.M., in time to take the afternoon cars for Collingwood or Toronto, thus affording the pleasure traveler an opportunity to visit one of the most beautiful lakes of Canada.

At Lefroy, one mile from Bell Ewart by branch road, and 52 miles from Toronto, the journey by railroad is resumed.

Barrie Station, 63 miles from Toronto and 31 miles from Collingwood, is situated on Kempenfeldt Bay, directly opposite the town of Barrie, about one mile distant, which is reached by a road running round the head of the bay, affording a fine view of the town and surrounding country.

Barrie, the capital of Simcoe Co., is delightfully situated on the northwest shore of Kempenfeldt Bay of Lake Simcoe. Besides the county buildings there is a handsome market-house, an Episcopal, Presbyterian, Methodist, and Roman Catholic church; also, two or three well-kept hotels. The village contains about 1,500 inhabitants, being surrounded by a fine agricultural country. A stage road runs from Barrie to Penetanguishene, 32 miles; also, to Orillia, at the foot of the lake.

After leaving Barrie Station, the Ontario, Simcoe and Huron Railroad runs in a northwest direction to Collingwood, passing

through a level section of country, abounding in lumber of different kinds; there being several large lumber establishments on the line of the road.

Collingwood, 94 miles north from Toronto, is most advantageously situated near the head of Nottawassaga Bay, an indentation of Georgian Bay. The town, although commenced in 1854, at the time of the completion of the Ontario, Simcoe and Huron Railroad, now contains (1857) about 2,000 inhabitants, and is rapidly increasing. The surprising growth is mainly owing to its being the northern terminus of the railway which connects the Georgian Bay with Lake Ontario at Toronto. Great numbers of travelers and emigrants are at this point transferred to magnificent steamers, bound for Mackinac, Green Bay, Chicago, and the Great West, as well as to the Saut Ste Marie and Lake Superior. Here are a long pier, 800 feet in length; a breakwater, and light-house; several large stores and storehouses; four hotels, and two or three churches in the course of erection.

The steamers leaving Collingwood for Mackinac and Chicago, running along the west shore of Lake Michigan, are of a large class, affording good accommodations for pleasure travelers. A steamer leaves weekly for Green Bay, sometimes proceeding to the Saut Ste Marie and into Lake Superior. The steamer *Canadian* runs every day to Owen's Sound, 50 miles distant; and the steamer *Collingwood* runs weekly to Bruce Mines and the Saut Ste Marie, affording a delightful steamboat excursion.

Immense quantities of fish are taken in the waters of Nottawassaga Bay, being principally carried to the Toronto market. The whole north shore of the Georgian Bay abounds in white fish, salmon, trout, maskalonge, and other fish of fine quality, affording profitable employment to the Canadians and Indians.

"Some idea of the value and extent of the fishing operations promiscuously pursued in Nottawassaga Bay may be formed from the knowledge that the average daily take exceeds one thousand fish, weighing from forty pounds down to one pound. At this rate, that of the season would not fall short of £40,000. At the mouth of the Nottawassaga River the white fish are netted in perfect shoals throughout the spawning season. Most of the larger kinds of trout spawn about the islands, upon beds of calcareous rock, over which a shifting drift of sand or gravel passes by the action of the waves, where the water is shallow; and from being exposed to the sun, the temperature of the lake is warmer at these localities than elsewhere. Thither the fishermen resort, and net the fish, vapid and placid as they are, in fabulous amounts."

THE TORONTO AND GEORGIAN BAY CANAL.

This is a new and noble project, which is now interesting the citizens of Upper Canada, as well as of the United States: Toronto and Oswego being alike interested in connection with the far North and West. The proposed canal will be 80 miles long, extending from Nottawassaga Bay through the valley of the Nottawassaga and Humber rivers to Toronto, advantageously situated on the north shore of Lake Ontario. The summit is 650 feet above the waters of Lake Ontario, requiring a succession of locks in the ascent and descent to Georgian Bay, the latter descent being only 310 feet—Lake Ontario lying 340 feet below Lake Huron, or Georgian Bay.

(*Extract from the* Toronto Globe, *of September*, 1856.)

"The geographical position of the projected canal, as it regards the Atlantic sea-board and those cities of the United States, each now striving to grasp the trade and traffic of the great West (and as it regards the great West itself, the northwest and the north), would give to the city of Toronto the power to make all those vast countries, in a measure, tributary to her. Their productions would seek the sea-board through your canal, and their importations would likewise pay their tribute in return."

The writer adds: "He wished only to indulge in a few remarks, and to call attention, not to the United States alone, but to the British Possessions in America, which ere long would also be pouring its flood of trade and traffic through the proposed canal. Westward, we possess vast and fertile countries, adapted to all the pursuits of agricultural life—countries susceptible of the highest cultivation and improvement. Between Lake Superior and the Lake of the Woods (above the 49th degree of N. lat.) we possess a country of this description, in soil and character inferior to no part of Minnesota, and bordering upon this territory lies the valley of the Assiniboine, or the Red River country, as it is sometimes called. As a wheat-growing country it will rival Canada. It does so now in soil and climate. In order to give you some idea of the extent of that country, or, perhaps I should say, portion of Western Canada, I will call your attention to a few facts. All Canada, as now usually designated, not in connection with what is termed Hudson Bay Territories, contains about 350,000 square miles. The valley of the Assiniboine contains about as many square miles, and is intersected in every direction by navigable rivers. Beyond this, again, lies the magnificent valley of the Saskatchawan

It contains about 400,000 square miles, larger again . Canada.

"Over the richest prairie lands, loaded carts now pass in any direction for hundreds of miles, to the foot of the Rocky Mountains. In its present wild and uncultivated state it affords sustenance to immense herds of wild cattle. What would it do if cultivated by the hand of man? The future products of these immense countries must seek the sea-board, and all the canals and railroads which can be constructed will scarce suffice to afford facilities for the products of the West. He wished to call their attention also to another source, whence a trade would arise, and contribute to swell the traffic along the canal. Hudson Bay would give to Canada a sea-coast of 3,000 miles. No maritime power has ever possessed so great a nursery for a mercantile navy as this. It abounds with whales, and every kind of fish; and, strange as it may appear, that great sea lies, as it were, in the center of Canada. From the proposed terminus of the canal it is about 650 miles, 350 miles of which is a navigation capable of bearing ships of any burden; from Lake Superior to Hudson Bay is 300 miles. If the route between Lake Superior and Hudson Bay was open and improved, they would speedily establish fisheries along the coasts of that bay. The oil and fish now consumed in those states is immense, and they will be furnished them from Hudson Bay cheaper and more speedily than from the source they now receive them. A trade like this will sooner or later spring up, and create along Hudson Bay an immense demand for all those manufactures and productions which the United States can supply, and these must find their way through their canal. A large trade at this moment is had along that bay.* The Hudson Bay Company, who have seven forts there, and one above York Factory, receive annual supplies to the amount of from £70,000 to £90,000. Many of these goods, perhaps, are of that description which Toronto merchants could supply with advantage. To the traffic which must exist all along the shores of Lakes Huron and Superior I make no allusion. It is evident to all that it must be tributary to the canal. It may be said that all that I have alluded to as regards the traffic to arise from our country is far in prospective, but there is no reason why we should not progress and advance westward as do the United States."

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* "The Hudson Bay Company have long endeavored by rewards and arguments to excite an exportation of tallow, hides, wool, etc., to England; but the bulky nature of the exports, the long and dangerous navigation to Hudson Bay, and the habits of the half-breed race, who form the mass of the people, and generally prefer chasing the buffalo to agriculture or regular industry, have rendered their efforts ineffectual."—R. MONTGOMERY MARTIN.

TRIP FROM ORILLIA TO GEORGIAN BAY.

Extract from the CANADIAN TOURIST.

FROM ORILLIA, situated near the foot of Lake Simcoe, the author with his companions, four in number, passed in two birch canoes down the Severn, a distance of about 60 miles, to GEORGIAN BAY, and thence to Collingwood by steamer. The river is navigable only for canoes, and, except by sportsmen, is as yet rarely visited.

"In our eyes, its solitary character and the romantic scenery on its banks were its principal attractions. Having reduced our luggage to the smallest possible dimensions, and put our fishing-tackle into good order, it only remained for us to make ourselves comfortable by spreading a quantity of plucked fern and juniper branches at the bottom of our canoes. We reclined sumptuously in one, with about as much accommodation as a ship's hammock would afford two moderately stout individuals. However, as we were less likely to be upset by being so closely jammed together that we could scarcely move, we became reconciled to our position between Bonaquum ('Thunderbolt'), who knelt at the bows and paddled, and his brother Kabeshquum ('Triumphant'), who steered. The other canoe contained Captain A——, whose experience in such expeditions, and knowledge of Indian character and language, were most valuable—and Babehwum ('Snow-Storm'), whose son, as an exemplification of the effect of civilization over the elements, called himself simply John Storm. As the wind was fair, we rigged our blankets upon sticks cut for the purpose; and, with all sail set, we glided rapidly on (through the lovely waters of Lake Couchiching), sometimes threading our way through narrow channels, past low-wooded islands, until in about two hours we found ourselves upon the green waters of the Severn.

"The scenery at the point of *debouchure* was very beautiful. Masses of rich variegated foliage clothed the banks, and bent over until the river rippled among the leaves. Often dark shadows reached across it, or were checkered by sunbeams glancing through the branches upon the clear and singularly light-colored water. As we proceeded, we exchanged for the calm surface of the lake, and the islands which seemed to rest on its bosom, rock and rapid, until at last the torrent became too tumultuous for our frail canoes. Meantime, we had not been engaged only in enjoying the beauties of nature, we had

adopted the usual mode of trolling in this part of the world, with copper spoons, which, twisting rapidly through the water, formed a bright and attractive bait; so that, upon arriving at the first portage, we congratulated ourselves upon the prospect of lunching off half-a-dozen black bass weighing from two to five pounds each; while the Indians were engaged in culinary preparations.

"We were up before daylight on the following morning, and, after a good fish breakfast, were again on our way. I had scarcely thrown my trolling-line, when it was nearly jerked out of my hand by a most unexpected and violent tug. A bark canoe is not the most convenient place from which to play a large fish; and, in my inexperienced eagerness, I hauled away pretty steadily, bringing to the surface with some difficulty a fine maskalonge, weighing at least twenty-five pounds. He came splashing and plunging up to the side of the canoe, and I had lifted him out of water, when the hook gave way, and I lost as fine a fish as I ever had at the end of a line. However, I was consoled soon after by taking some fine pickerel, weighing from five to eight pounds each; and, before luncheon, hooked another maskalonge, when my companion, profiting by experience, was ready with his gaff-hook, and jerked him most scientifically into the canoe, much to the delight of the Indians. Though not so large as the first, he was a respectable fish, weighing about eighteen pounds. The scenery in the place was bold and rocky, the banks often lofty and precipitous, and the current always strong, with an occasional rapid. We lunched at a portage, which we were obliged to make in order to avoid the falls of the Severn, which are here about twenty-five feet in height, and surrounded by fine scenery. There are rapids above and below the falls, so that the difference of level between the upper and lower banks of the portage is not less than fifty feet."

We regret that we can not make room for more extracts from these interesting "Notes on Canada and the Northwest States," but we do the next best thing by recommending the articles themselves to the perusal of our readers.

The above trip affords a favorable opportunity to visit Penetanguishene and the "Million Islands" of Georgian Bay.

PENETANGUISHENE, C. W., 50 miles north of Collingwood by steamboat route, situated on a lovely and secure bay, is an old and very important settlement, comprising an Episcopal and Roman Catholic church, two hotels, a custom-house, seve-

ral stores and storehouses, and has about 500 inhabitants. In the immediate vicinity is a naval and military depot and barracks, established by the British government. The natural beauties of the bay and harbor, combined with the picturesque scenery of the shores, make up a picture of rare beauty. Here may be seen the native Indian, the half-breed, and the Canadian *voyageur*, with the full-blooded Englishman or Scotchman, forming one community. This place, being near the mouth of the river Severn, and contiguous to the numberless islands of Georgian Bay, is no doubt destined to become a favorite resort for the angler and sportsman, as well as the invalid and seeker of pleasure.

Christian Island, lying about 25 miles from Penetanguishene, and 25 miles N. E. of Cape Rich, is a large and fertile island, which was early settled by the Jesuits. There are several others passed north of Christian Island, of great beauty, while still farther northwest are encountered innumerable islands and islets, forming labyrinths, and secluded passages and coves as yet almost unknown to the white man, extending westward for upward of one hundred miles.

ISLANDS ON NORTH SHORE, GEORGIAN BAY.

Extract from Letters from the North and Lake Huron.

She-ba-wa-nah-ning, Georgian Bay, C. W., *August* 16, 1856.

"Among the regions of the continent interesting to the traveler, and which are not frequently visited, is the north shore of Georgian Bay. Leaving Penetanguishene we crossed to the mouth of the river Mushkoss, a distance of about eighteen miles. From this place we proceeded up the shore in a small boat, making daily such journeys as suited, and lingering whenever we found an interest to repay.

"The Mushkoss is one of the lumber points on the bay. It is approached through a strip of numerous islands seven miles in width, and it is the first inhabited place on the shore above the mouth of the Severn. Here, as at the Severn, the only thing to attract a habitation is the lumber, which only receives attention. But one almost wonders, when he sees the country,

where the lumber comes from, for the rock here again appears, and holds a dominion forever beyond the hopes of man to see subdued. The rock is throughout the country. It stands boldly along the shore, and forms the islands, sustains the water, and its bare surface appears everywhere. Yet the country has a vegetation which covers it with verdure. Bushes, wild flowers, and pine spring up everywhere, where a little earth has drifted and found a lodgment. Pine is almost the only timber, and we daily saw it growing in places so barren, that it seemed as if no vegetation could be sustained either in nutrition or uprightness of position. Some dwarfed oaks may be seen, and, perhaps, occasionally some birch. The pine which is sawed into lumber is cut a distance back, along the banks of the river, and is then drifted down. It is inferior in size to that of more southern regions, and, we believe, by no means has so good an average soundness of quality.

"The Mushkoss is a stream of moderate size, but sends a large division to the bay, to the westward, which diverges many miles above. The river, in the interior country, expands into lakes or pools, some of which are large and filled with numerous islands. This, with a dark-colored water, is characteristic of many of the streams which come down from the north. Even small streams sometimes form a small chain of numerous lakes, extending a great distance back. It is up these streams and around these lakes that many of the Indians find their hunting-grounds for the winter; sometimes going almost to the divide, beyond which the waters flow into Hudson Bay. They go in the fall, and return in the spring with furs, which fall into the hands of the Hudson Bay Company, or those of the various traders along the coast, and are paid for in goods at a large profit.

"Proceeding westward the traveler encounters a maze of innumerable islands, which commences at the eastern extremity of the bay, and continues in an almost unbroken stretch for one hundred miles and upward. There are myriads of them, and we have counted over fifty from a single stand-point. They are mostly small, although some of them are of large size. One may wander industriously amid them for months, and find new scenes to gladden his eyes every day, for the chain has a breadth of many miles. Countless channels run between them, many of which are sufficiently deep and clear for the largest vessels of the lakes. There are numerous small bays, and the channels sometimes have a considerable width; and, now and then, one runs a distance of ten and twenty miles with scarcely an interruption. It is almost impossible to tell when you approach the mainland. One may think himself upon it when he is miles away, or may pursue some lagoon projecting deep into it, when

he supposes himself treading on an island channel, and at last be obliged to return.

"One is earnestly told before he starts, by those who have been on this shore, that if he would take his course through the islands, he must have a guide; and certainly without, the stranger can not be sure of great expedition. We were fortunate enough to have Bayfield's chart along, which we found a great help, although no attempt is, or could successfully be, made to chart in detail the interminable labyrinth of islands.

"The better way for one coasting thus is to take a course through the outer edge of the islands, keeping the broad waters in view. A certain guide and a cool, bracing atmosphere are thus obtained, while the splendor of its scenery is almost unrivaled. Along the islands and next to the bay are numerous and wide shoals. The rock floor, sometimes level and again broken, can often be seen through the clear water for a long distance. To the west the islands grow less numerous and the water between them wider, until you approach She-ba-wa-nah-ning, when the chain draws to a close. Islands after this are numerous, but may mostly be traced upon the chart. The islands have the same vegetation and the same physical conformation as the mainland.

"The course of the shore seems much nearer north and west, until you arrive at the French River, when it runs nearly west. The rock is continuous the whole distance. It is chiefly granite, but sandstone appears in considerable quantity this side of the French River. The rock attains at times considerable height and boldness, and as you near She-ba-wa-nah-ning, it sometimes rises into grandeur. Here a mountain chain hangs along the coast, standing up against the sky like a large blue cloud. Between this and the water are a few acres of tillable land, yet none is under cultivation save a very little which is mowed. Indeed, farming is a business which is not thought of on the north side Georgian Bay, even by the few white inhabitants scattered there. There may be a patch of a few acres now and then along the shore which might be cultivated, but we saw scarcely any. But there are probably some sections where a little may be found, for the Indians find somewhere here the maple for the manufacture of sugar. They told us that it is near the mouth of French River, on the east side, and that they there raise some potatoes and corn. But we believe that the shore can never be even sparingly settled. At some points there may be tillable lands a considerable distance back. Yet there are no indications of it along the shore. A large grant of land, we are informed, has been obtained to construct a railroad from the Ottawa to some point near the mouth of the French River on the bay

"The timber observed as far as She-ba-wa-nah-ning is almost entirely pine. One is almost surprised at the constancy of it. Some spruce, tamarac, birch, and poplar are seen, however, and probably cedar may be found also. The juniper shrub is abundant, and often very productive. There are exhaustless quantities of whortleberries, and as fine as the world anywhere produces. We hardly landed at a place where they were not plenty. Wild, red cherries, currants, gooseberries, raspberries, blackberries, and cranberries are frequently met with in considerable quantities. Such is the general character of the north shore, and the islands of Georgian Bay and their productions, up to She-ba-wa-nah-ning, which is situated nearly mid-way on the northern shore of the waters of Lake Huron."

TRIP FROM COLLINGWOOD TO THE SAUT STE MARIE,

THROUGH GEORGIAN BAY AND NORTH CHANNEL.

This is a new and highly interesting steamboat excursion, brought into notice by the completion of the *Ontario, Simcoe and Huron Railroad*, extending from Toronto to Collingwood, at the southern extremity of Georgian Bay.

Nottawassaga Bay, the southern termination of Georgian Bay, is a large expanse of water bounded by Cape Rich on the west and Christian Island on the east, each being distant about 30 miles from Collingwood. At the south end of the bay lies a small group of islands called the *Hen and Chickens.*

On leaving Collingwood for Bruce Mines and the Saut Ste Marie, the steamer usually runs direct across Georgian Bay to Lonely Island, passing Cabot's Head to the right, and the passage leading into the broad waters of Lake Huron, which is the route pursued by the steamers in the voyage to Mackinac, Green Bay, and Chicago. During the summer months the trip from Collingwood to Mackinac and Chicago affords a delightful excursion.

Owen's Sound, or Sydenham, 50 miles west of Collingwood, although off the direct route to the Saut Ste Marie, is well worthy of a passing notice. Here is a thriving settlement, surrounded by a fertile section of country, and containing about 2,500 inhabitants. A steamer runs daily from Collingwood to this place, which will, no doubt, soon be reached by railroad.

Lonely Island, situated about 100 miles west of Collingwood and 20 miles east of the Great Manitoulin Islands, is a large body of land mostly covered with a dense forest, and uninhabited, except by a few fishermen, who resort here at certain seasons of the year for the purpose of taking fish of different kinds. The steamer usually passes this island on its north side, steering for *Cape Smyth*, a bold promontory jutting

out from the Great Manitoulin, and distant from Lonely Island about 25 miles.

Squaw Island and Papoose Island are seen on the north-east, while farther inland are the *Fox Islands*, being the commencement on the west of the innumerable islands which abound along the north shore of Georgian Bay.

La Cloche Mountains, rising about 2,000 feet above the sea, are next seen in the distance, toward the north; these, combined with the wild scenery of the islands and headlands, form a grand panoramic view, enjoyed from the deck of the passing steamer.

Smyth's Bay is passed on the west, some eight or ten miles distant. At the head of this bay, on the Great Manitoulin Island, is situated a village of Indians, and a Jesuit's mission, called We-qua-me-kong. These aborigines are noted for their industry, raising wheat, corn, oats, and potatoes in large quantities. This part of the island is very fertile, and the climate is healthy.

She-ba-wa-nah-ning, signifying, in the Indian dialect, "*Here is a channel*," is a most charming spot, 40 miles distant from Lonely Island, hemmed in by mountains on the north, and a high rocky island on the south. It is situated on the north side of a narrow channel, about half a mile in length, which has a great depth of water. Here is a convenient steamboat landing, a church, a store, and some ten or twelve dwellings, inhabited by Canadians and half-breeds. Indians assemble here often in considerable numbers, to sell their fish and furs, presenting with their canoes and dogs a very grotesque appearance. One resident at this landing usually attracts much attention—a noble dog, of the color of cream. No sooner does the steamer's bell ring, than this animal rushes to the wharf, sometimes assisting to secure the rope that is thrown ashore; the next move he makes is to board the vessel, as though he was a custom-house officer; but on one occasion, in his eagerness to get into the kitchen, he fell overboard; nothing daunted, he swam to the shore, and then again boarding the vessel, suc-

ceeded in his desire to fill his stomach, showing the instinct which prompts many a biped office-seeker.

On leaving She-ba-wa-nah-ning and proceeding westward, a most beautiful bay is passed, studded with islands—and mountains upward of 1,000 feet in height, presenting a rocky and sterile appearance, forming an appropriate background to the view—thence is passed Badgley and Heywood islands, the latter lying off Heywood Sound, situated on the north side of the Great Manitoulin.

Man-i-tou-wah-ning, 25 miles northwest of She-ba-wa-nah-ning, is handsomely situated at the head of Heywood Sound. It is an Indian settlement, and also a government agency, being the place annually selected to distribute the Indian annuities.

Little Current, 25 miles west of She-ba-wa-nah-ning, is another interesting landing on the north shore of the Great Manitoulin, opposite La Cloche Island. Here the main channel is narrow, with a current usually running at the rate of five or six knots an hour, being much affected by the winds. The steamer stops at this landing for an hour or upward, receiving a supply of wood, it being furnished by an intelligent Indian or half-breed, who resides at this place with his family. Indians are often seen here in considerable numbers. They are reported to be indolent and harmless, too often neglecting the cultivation of the soil for the more uncertain pursuits of fishing and hunting, although a considerable large clearing is to be seen indifferently cultivated.

Clapperton Island and other islands of less magnitude are passed in the *North Channel*, which is a large body of water about 120 miles long and 25 miles wide. On the north shore is situated a post of the Hudson Bay Company, which may be seen from the deck of the passing steamer.

Cockburn Island, 85 miles west of Little Current, lies directly west of the Great Manitoulin, from which it is separated by a narrow channel. It is a large island, somewhat elevated, but uninhabited, except by Indians.

Drummond Island, 15 miles farther westward, belongs to the United States, being attached to the State of Michigan. This is another large body of land, being low, and as yet mostly uninhabited.

The next island approached before landing at Bruce Mines is St. Joseph Island, being a large and fertile body of land, with some few settlers.

Bruce Mines Village, C. W., is situated on the north shore of Lake Huron, or the "North Channel," as it is here called, distant 290 miles from Collingwood, and 50 from the Saut Ste Marie. Here are a Methodist chapel, a public-house, and a store and storehouse belonging to the Montreal Copper Mining Company, besides extensive buildings used for crushing ore and preparing it for the market; about 75 dwellings and 500 inhabitants. The copper ore, after being crushed by powerful machinery propelled by steam, is put into puddling troughs and washed by water, so as to obtain about 20 per cent. pure copper. In this state it is shipped to the United States and England, bringing about $80 per ton. It then has to go through an extensive smelting process, in order to obtain the pure metal. The mines are situated in the immediate vicinity of the village, there being ten openings or shafts from which the ore is obtained in its crude state. Horse-power is mostly used to elevate the ore; the whims are above ground, attached to which are ropes and buckets. This mine gives employment to about 300 workmen. The capital stock of the company amounts to $600,000.

The *Wellington Mine*, about one mile distant, is also owned by the Montreal Mining Company, but is leased and worked by an English company. This mine, at the present time, is more productive than the Bruce Mines.

The Lake Superior *Journal* gives the following description of the Bruce Mine, from which is produced a copper ore differing from that which is yielded by other mines of that peninsula.

"Ten years ago this mine was opened, and large sums expended for machinery, which proved useless, but it is now un-

der new management, and promises to yield profitably. Twelve shafts have been opened, one of which has been carried down some 330 feet. Some 200 or 300 men are employed, all from the European mines. Some of the ores are very beautiful to the eye, resembling fine gold. After being taken out of the shaft, they are taken upon a rail-track to the crushing-house, where they are passed between large iron rollers, and sifted till only a fine powder remains; from thence to the 'jigger works,' where they are shaken in water till much of the earthy matter is washed away, after which it is piled in the yard ready for shipment, having more the appearance of mud than of copper. It is now mostly shipped to Swansea, in Wales, for smelting. Two years since 1,500 tons were shipped to Baltimore and Buffalo to be smelted."

On resuming the voyage after leaving Bruce Mines, the steamer runs along St. Joseph Island through a beautiful sheet of water, in which are embosomed some few islands near the main shore.

Campement D'Ours is an island passed on the left, lying contiguous to St. Joseph Island. Here are encountered several small rocky islands, forming an intricate channel called the "*Narrows*." On some of the islands in this group are found copper ore, and beautiful specimens of moss. The forest trees, however, are of a dwarfish growth, owing, no doubt, to the scantiness of soil on these rocky islands.

About 10 miles west of the "Narrows," the main channel of the St. Mary's River is reached, forming the boundary between the United States and Canada. A rocky island lies on the Canadian side, which is reserved for government purposes, as it commands the main or ship channel.

Sugar Island is now reached, which belongs to the United States, and the steamers run a further distance of 25 miles, when the landing at the Saut Ste Marie is reached, there being settlements on both sides of the river. The British boats usually land on the north side, while the American boats make a landing on the south side of the river, near the mouth of the ship canal.

TRIP THROUGH GEORGIAN BAY AND THE NORTH CHANNEL OF LAKE HURON TO MANITOULIN AND SAUT STE MARIE.

(*Copied from a Toronto paper.*)

Dated on board the Steamer COLLINGWOOD, LAKE HURON, *August* 17, 1856.

"A LONG, dark tongue of land stretches out into the lake on our larboard quarter, and the opposite view is backed by a rugged coast, with mountains tall and grim. We are just off Cabot's Head, near where the Georgian Bay attains its greatest width (58 miles). The east coast of the Georgian Bay, as described by Mr. Murray, consists almost exclusively of a sterile rocky border. There are numerous harbors, many of which are, however, so hemmed in by reefs and sunken islets as to render them almost inaccessible to boats of any considerable draught. As we advance toward the north mainland past Lonely Island, the eastern extremity of the Great Manitoulin comes clearly within view. An abrupt escarpment here forms Cape Smyth, and inside a deep sheltered bend, called Smyth's Bay, is located the Jesuit Missionary village of Wequamekong. This neat little settlement being situated on a slope surrounded by extensive clearances, and covered with regularly-built frame houses, shows out favorably to the passer-by. Due north lies our first stopping-place. The distance from Collingwood to the head of the Georgian Bay is about 140 miles, and the point of measurement is a small trading port named She-ba-wa-nah-ning, which was reached early on the forenoon of Thursday. The entrance to it is by a strait so narrow as to be quite imperceptible at any considerable distance from shore, bounded on the east side by the mainland, and on the west by a high island. It forms a secure harbor at all times, and owing to the great depth of water and the steepness of both sides, it is not so difficult to pass, even in stormy weather, as one would suppose. This village, now for some unaccountable reason styled 'Killarney,' with the exception of a store, post-office, and diminutive Roman Catholic church, is a mere collection of fishing huts and Indian camps. It derives its original name, as indeed do most of these Indian localities—from a natural characteristic. That name signifies '*Here's a channel*,' and it amounts to a piece of great impertinence on the part of any one to destroy its adaptability by substituting Killarney, or any other, for it. The population numbers somewhere about 40 whites and half-breeds, with an occasional accession to the Indian residents, bringing it to an average between 60 and 70. They employ themselves almost entirely in the pursuits of trading, hunting, and fishing, but make no attempt at cultivation,

not even so much as a cabbage-garden, although there is some tolerably good land in the vicinity. Now and again they have an odd visit from the Jesuit priests at the Wequamekong, and the Church of England Missionary at Manitouwahning; on which occasions the parishioners are called together by a tin horn instead of a bell. Just inside She-ba-wa-nah-ning is one of those lovely bayous so common along the rocky and indented northern coast, with countless small islets, very much resembling the famous '*Thousand Islands*' in the river St. Lawrence; and closing it in on three sides are the La Cloche Mountains, which here rise abruptly to a considerable altitude. The steamer does not return by the same channel, but passes around the island, forming its boundary on the lake side. Looking back through the narrow strip of water by which we have entered from the main lake, it seems a fairy-like performance to have threaded so small a gorge with this huge steamboat, and the enchanting wildness of the scenery that bounds us on every side adds delight to such surprise. On rounding the west point of this island, the lake opens out again before us, and our steamer heads toward Manitouwahning, distant about 27 miles. At the head of Heywood Sound, on the north side of the Grand Manitoulin, is situated the village, where we expect to find a host of "aborigines" awaiting the receipt of a cargo of trumpery by means of which the commissariat manages to annually amuse their uncultivated fancies and illustrate the marvelous solicitude entertained for them by their "Great Father," who, in the present instance, is a Mother. There is no wharf, but the water is so deep close in shore, that the steamboat sidles up to a low, gravelly beach, and our gangway is laid from her side to land with perfect ease. As it seems not altogether improbable that the chain of islands constituting an Indian Reserve in this locality must ere long be brought into the market for sale, it may prove serviceable to publish a few descriptive particulars relating to their position and quality. For such purpose, then, I shall here briefly relate them while the 'small-boy' in treasury uniform is superintending the embarkation of government presents to be distributed among that heterogeneous and expectant multitude before us.

"The belt of islands known as the Manitoulins embraces Fitzwilliam, an unimportant island southeast of the principal of this group, the Grand Manitoulin, and others, of which Barrie and Cockburn islands are the only ones worthy of note. The La Cloche and St. Joseph Island are sometimes erroneously included in the general denomination; but they are distinguished by being crown properties, while the Manitoulins form a portion of the Indian Reserves. With the exception of Great Manitoulin, none of these islands are of much consequence in

point of value. The timber thereupon would indicate soil of a workable description, but their rocky elevation seems to deny the existence of fertile tracts of any appreciable extent. The *Grand Manitoulin* is eighty-one miles in length, and averages about twenty miles in width, and has an area of at least sixteen hundred square miles. Its geological features present nothing remarkable. The soil, over a limestone structure, with a lower fossiliferous bed of extraordinary depth, is rich; and there is an abundance of soft and hard lumber covering it throughout. I am unaware whether or not any portions of it have been surveyed. Certainly the sooner something practical is done in the way of cultivating it the better. It may be rather an easy administration of that heirloom of titled boobies and aristocratic sprigs, the Indian Department, to keep these reserved lands locked up in the chimerical pretense of *benefiting* the Indians. The majority of Indians derive no real advantage from them—will certainly never cultivate them—and, therefore, their continuous reservation operates but as a bar to the settlement of adjacent territories. The villages of Wequamekong and Manitouwahning are the only extensive settlements of pretension upon the Manitoulin Islands. The latter being the place where we had just landed at the above digression, is the locale of the government agency, and the appointed residence of Captain Ironsides, the local superintendent. In other words, it is the head-quarters of the Indian Department. As a cultivated spot it has a very enticing appearance. The site is favorable, in some respects, for a village, but building frame houses for savages, and neither clearing off the stones at similar cost, nor teaching the natives themselves to do so, and afterward to plant gardens, potatoes, corn and maize fields, is not a model plan of carrying out the objects of such selections. The present condition of this place is the best proof. The white inhabitants residing here number about thirty; the Indian population fluctuates between six or seven hundred and two thousand. These, however, seem never to have appreciated the wooden domiciles erected for them, as upward of sixteen frame houses in the village are forsaken, and the remainder may be said to merely serve as a shelter for the families living in them, as they have no signs of improvement near or far. There is a neat little church in the village, and a resident minister of the Church of England. There also is a 'medicine man.' The residences of these gentlemen and that of Captain Ironsides are very comfortable dwellings. About £600 worth of goods were landed as presents. They consist principally of blankets, trinkets, calicoes, pork, flour, and a small quantity of ammunition. It was the custom formerly to give them articles adapted to their habitual pursuits, such as shot, guns, rifles, knives, ammuni-

tion, kettles, hatchets, etc.; but the most serviceable of these things have been discontinued, in accordance with the wisdom of authority. It occupies the officers in charge sometimes two or three weeks dispensing these articles. The scraps of tribes now present to receive these gifts belong mostly to the Ottawas, Chippewas, and Pottawatamies. Some few Munsees and Delawares used at one time to frequent the station, but now there is no great variety of tribes about any part of the lake. Indeed, at this annual distribution but a very few Indians attended, in comparison with the multitudinous attendance of former years. The 'forest children' are annually fading away, and before many more winters and summers have elapsed it will most probably be as rare a thing to find a handful of them about these lakes, as it was in earlier days to discover the foot-steps of the pale-face away up in these northern wilds.

"The next day we accompanied Captain Ironsides, and a party of friends, to the Indian village of Wequamekong. (This is the Jesuit mission mentioned in the preceding part of my letter.) It was reached by a portage of about seven miles across the neck of the peninsular promontory which forms the east side of Heywood Sound. The land through which we passed is said to be much more fertile than that in any other section of the island. The village of Wequamekong is quite romantically situated, and is altogether a very pretty little place. The Indians here are remnants of the Chippewa and Ottawa tribes, and they appear cleaner, more industrious, and civilized than I had seen elsewhere. They have fine fields of Indian corn, patches of beans, potatoes, etc., and quite a respectable show of garden vegetables. We witnessed an interesting sight in the 'numbering of the tribes' by Captain Ironsides. It gave us an opportunity to see some fine-looking old chiefs, several of whom were astonished at the idea of having their likenesses taken. The villagers also turned out in holiday attire. We could have scarce believed it possible they were so well to do in worldly goods as their 'fashionable' habiliments denoted. Certainly the Jesuits have carried out their mission at this village in the most praiseworthy manner. What with good spirits, ravenous appetites, an agreeable host, and the weather that an Italian might almost envy, our time glid swiftly away until the return of the steamboat on Sunday morning. And contented as we had been, the sight of Captain Butterworth's jovial countenance, and a renewal of our acquaintance with the 'quite at home' comforts of the *Collingwood*, were abundantly relished.

"After leaving Manitouwahning (on Friday), we have the Great Manitoulin on our left; and up to Little Current, the next stopping-place, 30 miles farther on, the course lies through picturesque clusters of low islands, scantily wooded, and covered

in the open parts with a rank growth of dry-looking wild grass, and diversified by clumps of dwarfish pines and firs. There is here a small settlement of Indians and half-breeds. They furnish wood for the steamer, and likewise supply meat, fish, vegetables, etc. At dark we cast off from Little Current. Thence our passage was among woody islands, and through narrow but deep channels, the main shore of Manitoulin always within sight, and now and then opening out into a wider sheet of water, so that the whole course seems to be alternate narrow straits and small lakes. From Little Current to the Bruce Mines the distance is nearly 120 miles, and between the west end of Manitoulin and the north shore, for some distance, the channel is very broad. We passed this during the night-time. It was a clear moonlight night; and we could see by the drifting clouds that hovered above the Great Manitoulin, how rude Boreas was indulging himself with a jolly blow outside, in the lake, while not a gust moved the surface of this inside lake, through which our steamboat smoothly plowed her way. After a short stay at the mines, we proceeded onward to Saut Ste Marie, landing once more, *en voyage*, at Sugar Island. The village of St. Mary, or Saut Ste Marie, is so well known to most people, I shall not bore the reader with any description of it. Suffice to say, the canal on the American side has helped to build up that part at the expense of its opposite settlement. The inhabitants, however, seem to have nothing else to do besides smoking, drinking gin-slings and mint-juleps, and catching fish.

"Dr. Jackson states that the healthiness of the climate in these parts during summer months is unsurpassable, and, above all other places, is calculated to restore the health of invalids suffering from the depressive miasms of the fever-breeding Southwestern States, or the pent-up enervating atmosphere of Eastern cities.

"This route along the North Channel, for the safe conveyance of merchandise and all perishable goods, is infinitely preferable to that usually traveled across the lakes, filling up as it does a distance of not less than 460 miles of rough lake navigation by a pleasant course sheltered from storms and affording a diversity of scenery calculated to relieve the tedium of so long a voyage."

ST. JOSEPH ISLAND, C. W.

This important island, lying in St. Mary's River, near its outlet into Lake Huron, is thus described by T. N. Molesworth, provincial land surveyor, and may answer in part

for a description of Drummond and Sugar islands, lying contiguous and belonging to the United States.

"The surface along the southern and southwestern shores of St. Joseph Island is generally flat, low, and swampy, being in many places wet, and very thickly timbered. The northern, northeastern, and eastern shores, in general, rise with a gentle inclination from the shore, being swampy only for a short distance inward; and along the northerly shore of Point-au-Gravier there is a precipitous rise of about 30 feet in height. The highest hill, near the center of the island, has an elevation of about 400 feet.

"The island is generally well watered, a considerable number of streams rising in the swamps in the interior, and entering the lake. The principal one is that having its source in Lake Hilton, which enters Milford Haven with a rapid current, and having a very good mill-site near its mouth, and a constant supply of water, and also entering a safe and capacious harbor, is the best adapted for the use of the island. The other streams are of small size, but appear to have a constant supply of water.

"The surface soil is almost generally a red sandy loam, or clay and sand mixed with mold; but in some places a white sand appears; in others a brown or red clay; under this there is a stiff clay, in some places of a reddish color, in others nearly white, which crumbles when exposed to the surface.

"Very little rock appears anywhere on St. Joseph Island, and only on the shore; small particles of quartz rock rising about ten feet above the surface, appear at Payme-day-giundeg. In the channel opposite Campement D'Ours Island a mass of syenitic granite puts out in irregular points, some parts rising about 20 feet above the water. In Lot 10, Concession V., white sandstone appears just at the edge of the water, and at the level of its surface; and in the Point-au-Gravier Concession, blue limestone appears rising abruptly from the water to the height of 30 feet—in the horizontal strata, of from six inches to a foot in thickness. It is used for making lime and building at the Bruce Mines, and by the inhabitants.

"The island is closely wooded; the timber on the hills and dry surface being maple, beech, birch—often mixed with hemlock - cedar, spruce, basswood, and elm. In some parts the timber is all maple, and a great deal of it is bird's-eye and curly maple—the latter mostly where the surface is stony. In the swamps the timber is cedar, spruce, balsam, hemlock, pine, and tamarack—generally growing very densely in most of the swamps—the cedar predominating—in some, the tamarack or spruce.

"With regard to the capabilities of the island for settlement, about two thirds of its surface will probably be available—the remaining third being swamps of little use except as meadows at a future period.

"Its soil is of good quality for agricultural purposes, raising wheat, oats, potatoes, turnips, carrots, peas, beans, Indian corn, and melons equally well with lands in other parts of the province. The mining regions will afford a favorable market for the surplus agricultural produce raised upon the island, which lies in the course of, and possesses stopping-places for, the American and Canadian steamers proceeding to the Saut Ste Marie and Lake Superior.

"The snow disappearing off the clearings about the middle of April, the farmers commence farming operations a few days later: there are very few frosts after that time to injure any crops. The harvest commences about the middle of August. There is an abundance of fine fish in the waters around the island, and small fisheries are carried on in the following places. Tenby Bay. (White fish are caught extensively after the middle of October.) Campement des Matelots, or St. Joseph. (Black bass, pike, and white-fish very abundant.) Opposite Sugar Island there is a herring fishery; and in Mud Lake, opposite the Campement des Matelots, on the American shore, there is a considerable pickerel fishery. Besides these there are abundance of pike, trout, and maskalonge in all the waters round the island, which are very serviceable to the inhabitants. There are a few moose and red deer, and a number of black bears on the island, besides foxes, hares, etc.

"The lake freezes over generally before the middle of December, the ice clearing off in the spring about the 1st May; and the snow lies permanently on the ground from the middle of December to the middle of April; its average depth is from two to three feet, its greatest about four feet. The lowest range of the thermometer is in February, when it reaches 23° below zero (Fahr.), for perhaps a fortnight, the average cold being from 10° above to 10° below zero. In June, July, and August the highest range is sometimes 100° above zero; average range 70° to 80°."

This island has been recently surveyed, and the lands sold under the direction of the Crown Land Department of Canada, thus offering inducements for settlement and cultivation.

Saut Ste Marie, capital of Chippewa Co., Mich., is advantageously situated on St. Mary's River, or Strait, 350 miles N.N.W. of Detroit, and 15 miles from the foot of Lake Superior, in N. lat. 46° 31′. The rapids at this place, giving the name to the settlements on both sides of the river, have a descent of 20 feet, within the distance of a mile, and form the natural limit of navigation. The Ship Canal, however, which has recently been constructed on the American side, obviates this difficulty. Steamers of a large class now pass through the locks into Lake Superior, greatly facilitating trade and commerce. The village on the American side is pleasantly situated near the foot of the rapids, and contains a court-house and jail; a Baptist, a Methodist, and a Roman Catholic church; 15 or 20 stores and storehouses, besides a few manufacturing establishments, and about 1,000 inhabitants. Many of the inhabitants and Indians in the vicinity are engaged in the fur trade and fisheries, the latter being an important and profitable occupation. Summer visitors flock to this place and the Lake Superior country for health and pleasure. There are two hotels on the American side, and one on the Canadian side of the river, affording good accommodations.

Fort Brady is an old and important United States military post contiguous to this frontier village, where is stationed a regular garrison of troops. It commands the St. Mary's River and the approach to the mouth of the canal.

Saut Ste Marie, C. W., is a scattered settlement, where is located a part of the Hudson Bay Company. Here is a steamboat landing, an hotel, and two or three stores, including the Hudson Bay Company's; and it has from 200 to 300 inhabitants. Indians of the Chippewa tribe reside in the vicinity in considerable numbers, they having the exclusive right to take fish in the waters contiguous to the rapids. They also employ themselves in running the rapids in their frail canoes, when desired by citizens or strangers—this being one of the most exhilarating enjoyments for those fond of aquatic sports. *(See Engraving.)*

SAULT ST MARIE—FROM AMERICAN SIDE.

THE SAINT MARY'S FALLS SHIP CANAL.

THIS Canal, which connects the navigation of Lake Superior with the Lower Lakes, is a little more than one mile in length, and cost about one million dollars.

It was built in the years 1853, '54, '55 by the Saint Mary's Falls Ship Canal Company, under a contract with commissioners appointed by the authorities of the State of Michigan to secure the building of the canal.

A grant of 750,000 acres of the public land had previously been made by Congress to the State of Michigan to aid in the construction of this important work.

This grant of 750,000 acres was given to the parties contracting for the building of the canal, provided the work should be completed within two years from the date of the contract.

The work was commenced in the spring of 1853, and completed within the time specified in the contract (*two years!*).

This result was accomplished under many disadvantages, during a very sickly season, and when great difficulty was experienced in obtaining laborers; but the unremitting vigor of those who had the charge of the work secured its completion in the most substantial, permanent, and acceptable manner.

During a great portion of the time there were from 1,200 to 1,600 men employed upon the work, exclusive of the force at the different quarries where the stone was cut and prepared for the locks, besides a large force employed in necessary agencies, getting timber, etc.

The stones for the locks were cut at Anderden, Canada (near Malden), and at Marblehead, near Sandusky, in Ohio. These were sent in vessels to the work, some twenty-five different sailing vessels being employed in this business.

On the completion of the canal in June, 1855, the Governor of the State, the State officers, and the Canal Commissioners proceeded to Saut Ste Marie for the purpose of inspecting the work. It was accepted, and thereupon, in accordance with the terms of the contract, the State authorities released to the Canal

Company and issued patents for the 750,000 acres of land. This was all the remuneration the company received for the work.

The lands were selected during the building of the canal by agents appointed by the Governor of Michigan.

Of the 750,000 acres, 39,000 acres were selected in the iron region of Lake Superior, 147,000 acres in the copper region, and the balance, 564,000 acres, in the Lower Peninsula.

The following figures will give some idea of the magnitude of this work:

Length of canal 5,584 feet, = 1 mile 304 feet.

Width at top 115 feet—at water-line 100 feet—at bottom 64 feet.

The depth of the canal is 12 feet.

A slope wall on the sides of the canal is 4,000 feet in length.

There are two locks, each 350 feet in length.

Width of locks 70 feet at top—61½ feet at bottom.

The walls are 25 feet high—10 feet thick at bottom.

Lift of upper lock 8 feet—lower do., 10 feet; total lockage 18 feet.

Lower wharf 180 feet long, 20 feet wide.

Upper wharf 830 feet long, from 16 to 30 feet wide.

There are three pairs of folding gates, each 40 feet wide.

Upper gate 17 feet high—lower gate 24 feet 6 inches high.

There are also upper and lower caisson gates, used for shutting off the water from the canal.

The amount of lumber, timber, and iron used in the building of the piers and gates is enormous.

There were 103,437 lbs of wrought iron used in the gates, and 38,000 lbs cast iron.

About 8,000 feet of oak timber, etc.

The tolls on the canal are collected by the State—are merely nominal—and only intended to defray the necessary expenses of repairs.

THE UPPER LAKE COUNTRY.

We copy the following extract from an address published in the Lansing (Mich.) *Republican*, as containing interesting information regarding the Commerce of the Upper Lakes:

C. T. Harvey, Esq., of Lake Superior, agreeably to appointment, made an address in the Hall of the House of Representatives on the subject of the "present state and future prospects of the Commerce of Lake Superior."

"As to the past, he observed that in 1839 the first steamer visited the Saut Ste Marie, to the great astonishment of the Indians who lived on St. Mary's River. That in 1844 Capt. Ward first established a regular steamboat line from Detroit to the entrance of Lake Superior *via* Mackinac. That in 1849 Mr. S. McKnight (a member of the house) did all the transportation of merchandise around the Falls of St. Mary's with one or two horses, and it was not till 1851 that the first steamer floated on the waters of Lake Superior only six years ago.

"After some further reminiscences showing at how very recent a date business in that quarter had commenced, the speaker proceeded to the present.

"He referred to the report of the Superintendent of the Saut Canal, to show that in the season of 1856 just closed there was over 11,000 tons of iron ore shipped through it to Detroit and eastward. An increase of 800 per cent. over 1855, when only 1,400 tons were sent down. That 1,040 tons of bloom iron were sent, an increase of 25 per cent.; but the most remarkable fact was that ten millions four hundred and fifty-two thousand pounds of copper were sent through the canal in the raw state —over two and a quarter millions of dollars—an increase of some 67 per cent. Mr. H. remarked that this noticeable increase did not look like a failure of the mining interests, although public excitement respecting them had subsided.

"The business eastward through the canal of mineral and fish exported from the lake, amounted to, as estimated by the Superintendent, $2,875,000; while the imports of merchandise and supplies were, in round numbers, $2,500,000; making a total of $5,375,000, of which he calculated full $5,000,000 was commerce of the Upper Peninsula. Remarking that a trade of this magnitude, which had sprung up out of nothing within fifteen years, must in the next fifteen years increase in almost the same ratio, till the results would be almost incredible, he hazarded the conjecture, that within 25 years as many vessels of all kinds would pass and re-pass in the St. Mary's River, as now frequent the waters of the St. Clair."

TRIP FROM COLLINGWOOD TO MACKINAC, GREEN BAY, CHICAGO, ETC.

THIS excursion is an interesting one for the pleasure traveler, as well as the man of business. The steamer on leaving Collingwood runs direct for *Cabot's Head*, 80 miles, skirting the main shore of Canada to *Cape Hurd*, about 20 miles farther, passing the Bear's Rump, Flower Pot, Echo and Cove islands.

YEO ISLAND and FITZ WILLIAM ISLAND (a large island) are seen on the north; several smaller islands are also passed, when the broad waters of Lake Huron are entered, the steamers usually running direct for Mackinac.

The GREAT MANITOULIN may be seen in the distance, toward the north, in pleasant weather, and the OUTER DUCK and GREAT DUCK islands are passed about 80 miles westward of Cape Hurd.

The steamer then pursues a westerly course toward Mackinac, about 100 miles farther, sighting Presque Isle on the main Michigan shore, and passing Bois Blanc and Round islands. The Straits of Mackinac are now entered, being here about twenty miles across, but soon diminishes in width; opposite old Fort Mackinac it is four or five miles in width.

The STRAITS OF MACKINAC, with the approaches thereto from Lakes Huron and Michigan, will always command attention from the passing traveler. Through this channel will pass, for ages to come, a great current of commerce, and its shores will be enlivened with civilized life, where at present the Indian now lingers, but, alas! is fast fading away.

It is proposed to construct a railroad running from Detroit or Saginaw to Old Fort Mackinac, which, when completed, will tend to open the whole northern portion of this part of the State of Michigan, one of the most favorably situated States of

the whole Union; having two peninsulas, rich in soil and mineral productions, and from which are now exported immense quantities of lumber, copper, and iron ore.

In this great commercial route Lake Huron is traversed for about 180 miles, often affording the traveler a taste of sea-sickness and its consequent evils. Yet there often are times when Lake Huron is hardly ruffled, and the timid passenger enjoys the voyage with as much zest as the more experienced mariner.

MACKINAC, the gem of the Upper Lake islands, may vie with any other locality for the salubrity of its climate, for its picturesque beauties, and for its vicinity to fine fishing-grounds. Here the invalid, the seeker of pleasure, as well as the sportsman and angler, can find enjoyment to their heart's content during warm weather. For further description see page 110.

On leaving Mackinac for Green Bay the steamer generally runs a west course for the mouth of the bay, passing several islands in Lake Michigan before entering the waters of Green Bay, about 150 miles distant.

SUMMER ISLAND lies on the north side and ROCK ISLAND lies on the south side of the entrance to Green Bay, forming a charming view from the deck of the steamer.

POTAWATOMEE ISLAND, CHAMBERS' ISLAND, and other small islands, are next passed on the upward trip toward the head of the bay.

GREEN BAY, about 100 miles long and from 20 to 30 miles wide, is a splendid sheet of water, destined no doubt to be enlivened with commerce and pleasure excursions. Here are to be seen a number of picturesque islands and headlands. Several important streams enter into Green Bay, the largest of which is Neenah or Fox River, at its head, and is the outlet of Winnebago Lake. Menomonee River forms the boundary between the States of Wisconsin and Michigan, and empties into the bay opposite Green Island.

The town of GREEN BAY, the capital of Brown Co., Wis., is finely situated near the mouth of Fox or Neenah River, at its entrance into Green Bay, where is a good and secure harbor.

It lies 25 miles due west of Kewaunee, on the west shore of Lake Michigan, and 115 miles north from Milwaukee. The town is handsomely situated, and contains many large warehouses and elegant residences, together with several churches, hotels, and stores of different kinds, and about 3,000 inhabitants. The improvement of Fox River by dams and locks, in connection with the improvements on the Wisconsin River, afford an uninterrupted steam navigation from Green Bay to Prairie du Chien, on the Mississippi River—thus making Green Bay a great point for the trans-shipment of goods and produce of every variety; the largest class steamers running to Chicago on the south, Saut Ste Marie on the north, as well as to Collingwood, to Detroit, and to Buffalo on the east. The lumber trade of Green Bay is immense, this whole section of country abounding in timber of different kinds the most useful for building purposes.

Astor is the name of a suburb of Green Bay, lying at the mouth of Fox River, while on the opposite side of the stream stands *Fort Howard*, surrounded by a village of the same name.

Nenomonee City, Oconto Co., Wis., is a new settlement, situated on the west side of Green Bay, near the mouth of Nenomonee River. The country to the west and north of this place is as yet a wilderness, inhabited only by a few roving Indians.

In regard to the route from Green Bay to Lake Superior, the *Advocate* says:

"A road from Green Bay to the most southerly point of Keewenaw would be less than 200 miles in length, and while it would shorten the travel over the present route (by water) at least 100 miles, would open one of the most beautiful and fertile sections in the Union—a section which will remain unknown and unoccupied until such a road is opened by the government. The Lake Superior people need it most especially for procuring supplies, driving cattle, etc.

"The traveler finds the whole distance, to within a few miles of Lake Superior, abounding in every resource which will make a country wealthy and prosperous. Clear, beautiful lakes are

interspersed, and these have plenty of large trout and other fish. Water and water-powers are everywhere to be found, and the timber is of the best kind—maple groves, beech, oak, pine, etc. Nothing is now wanted but a few roads to open this rich country to the settler, and it will soon teem with villages, schools, mills, farming operations, and every industrial pursuit which the more southern portion of our State now exhibits."

Fox or *Neenah River* rises in Marquette Co., Wis., and passing through Lake Winnebago, forms its outlet. This important stream is rendered navigable for steamers of a small class by means of dams and locks, forming in connection with a short canal to the Wisconsin River a direct water communication from Green Bay to the Mississippi River, a distance of about 200 miles. The rapids in the lower part of Fox River afford an immense water-power, while the upper section of country through which it flows, produces lumber and grain in great abundance.

Appleton, Outaganie Co., Wis., is situated on Fox or Neenah River, 30 miles from its entrance into Green Bay, and five miles from Lake Winnebago, where are rapids called the *Grand Chute*. Here the river descends about 30 feet in one mile and a half, affording an inexhaustible amount of water-power. Here are located two flouring mills, four saw mills, a paper mill, and sash factory. This is the capital of the county, and is no doubt destined to become a large manufacturing and commercial place, from the facilities which it possesses, by means of navigation and hydraulic power. Steamers run south into Lake Winnebago, and north into Green Bay.

Neenah, situated at the foot of Lake Winnebago, where commences the river improvement, is a growing place. Here is a fine water-power, which gives motion to several mills.

The City of Oshkosh, situated on the west side of Lake Winnebago, is a flourishing place, and the capital of Winnebago County, Wis. It contains the county buildings, 7 churches, a land-office, several public houses, 40 or 50 stores of different kinds, 2 steam grist-mills, 12 steam saw-mills, 2 iron foundries,

and a number of other manufacturing establishments, and about 7,500 inhabitants.

The *Fox* and *Wolf* rivers uniting, form a large and important stream, flowing into the lake at Oshkosh, which, together with plank-roads and a railroad to extend south to Fond du Lac, and another road to Ripon, give great facilities for trade and commerce, in connection with lake and river navigation. The *Fox River Improvement* here leaves Lake Winnebago, and extends in a southwest direction toward the junction with the Wisconsin River at Portage City.

Fond du Lac, capital of Fond du Lac County, is a flourishing city favorably situated at the head of Lake Winnebago, 87 miles N.N.W. from Milwaukee by railroad route, and 42 miles west of Sheboygan, lying on Lake Michigan. Here are located the county buildings, a city hall, several churches and public houses, 60 stores of different kinds, two banking houses, a car factory, an iron foundry, and several other manufacturing establishments, and 7,000 inhabitants. Steamers run daily to Oshkosh, Appleton, Green Bay, and other ports.

The *Chicago, St. Paul* and *Fond du Lac Railroad*, when finished, will form a direct and speedy communication with almost every part of Wisconsin, Illinois, and Minnesota.

Lake Winnebago, which is a most beautiful sheet of water, about 30 miles long and 10 broad, forms a link in the chain of navigable waters, connecting Green Bay and Lake Michigan with the Wisconsin and Mississippi River at Prairie du Chien. Railroads will soon reach the waters of this lake from several points.

The Trip from Chicago to Mackinac, etc., connecting at the latter place with the *Green Bay* route, is fully described in another part of this work

MINERAL WEALTH OF THE LAKE SUPERIOR REGION.

NATIVE COPPER.—"This useful metal is in every respect the most interesting substance found in connection with the trappean rocks of the Lake Superior region, is widely distributed, and possesses great mineralogical interest. In addition to the enormous masses which occur in the veins of this region, sometimes attaining at the Cliff Mine the weight of several hundred tons, a great variety of crystalline forms are occasionally found. The most interesting localities of the crystallized copper are at the Copper Falls, the Cliff, the Phœnix, and the Eagle Harbor mines. Many of these beautiful specimens are highly valued by those interested in the mines, and, of course, difficult to be obtained, except by those residing at the localities where they occur."

NATIVE SILVER.—"This valuable metal occurs, diffused through the trap, at various localities on Keweenaw Point and Isle Royal. In fact, its distribution is coextensive with that of native copper; but the principal portion of that which has been obtained thus far was from the old Lake Superior (now Phœnix), the Cliff, the Copper Falls, and the Minnesota mines. The silver occurs in connection with the metallic copper, both metals being united together at their edges, and yet each being almost entirely pure and free from alloy with the other. The silver is almost invariably accompanied by a greenish, hydrous silicate of alumina and iron. The largest mass of silver obtained, up to this time, weighed more than six pounds. This was found at the Phœnix Mine. Beautiful specimens of native silver, in Prehnite, have also been picked up on the beaches of Washington Harbor, Isle Royal."

A DIAMOND FOUND.—We had been well aware that this country was very rich in minerals and some kinds of precious stones, but we had not expected to see a Lake Superior diamond, yet such is the case. We were shown one yesterday that would measure three fourths of an inch in length, and at least one fourth of an inch in thickness. It is a regular formed

octagon, and all who have seen it pronounce it a diamond, but of what exact value is yet uncertain, it being in the rough state. It cuts glass and shows all the brilliancy of a diamond of the first water, which, if it should prove to be, will make its value not less than two thousand dollars. The diamond was found by the wife of Mr. Alfred Hauffman, while walking on the shore of the Lake. The waves washed it up, and on receding left it exposed to the rays of the sun, when its brightness attracted her attention, and she picked it up. Mr. H. is a poor laboring man, and should it prove as valuable as is supposed, it will be quite a handsome windfall (we might say *water*-fall) for him. This is a great country.—*Lake Superior Journal*—1856.

For a description of Lake Superior Iron Region, see page 66.

LAKE COMMERCE—IMPORTANT IMPROVEMENTS.

Deepening of the St. Clair Flats.—We understand, says the Detroit *Daily Advertiser* (June, 1855), that the contract for deepening the channel of the St. Clair Flats has been let to Mr. Barton, of Buffalo. The contract is subject to the approval of the War Department, and should it be approved by the first of next month, it will be prosecuted with vigor. Mr. Barton is also connected with Mr. Osgood in the contract for deepening the channel of the St. Mary River, which has been approved by the War Department. The machinery to be used in the work will be taken up in a few days, and every preparation is being made to commence the work about the 1st of July, and to drive it successfully forward. We hear that both the above-named gentlemen have had much experience in this kind of business, and being men of energy and perseverance, will push the work forward with all possible dispatch. The deepening of both these channels is all-important to the commercial community, and it is earnestly hoped that nothing may occur to hinder or retard its progress and speedy completion.

TRIP FROM SAUT STE MARIE TO THE DIFFERENT PORTS ON LAKE SUPERIOR.

SINCE the completion of the St. Mary's Ship Canal in the spring of 1855, steamers and propellers of a large class traverse the waters of Lake Superior, affording safe and excellent accommodations for travelers and emigrants. During the year 1856 three large steamers formed the Lake Superior Line running from Cleveland and Detroit through the canal to Superior City, at the head of Fond du Lac, and two large steamers, besides several propellers, ran from Chicago for the same destination, stopping at Mackinac, forming an almost daily communication with the different Lake Superior ports.

The steamer COLLINGWOOD also runs direct from Collingwood, C. W., to the Saut Ste Marie, enabling passengers taking the Toronto and Collingwood route to proceed direct into Lake Superior.

On leaving the Upper Landing at the Saut Ste Marie, above the rapids, the steamer soon enters Tequamenon Bay, passing IROQUOIS POINT, 15 miles distant on the south shore, while *Gros Cap*, on the north or Canada side, lies opposite, being about four miles asunder. This headland consists of hills of porphyry estimated to rise 6 or 700 feet above the waters of the lake. "Gros Cap is a name given by the *voyageurs* to almost innumerable projecting headlands; but in this case appropriate—since it is the conspicuous feature at the entrance of the lake."

North of Gros Cap lies *Goulais Bay*, and *Goulais Point*, another bold headland, is seen in the distance. The whole north shore, as seen from the deck of the steamer, presents a bold and grand appearance.

TEQUAMENON BAY is about 25 miles long and as many broad, terminating at *White Fish Point*, 40 miles above Saut Ste Marie. *Parisien Island* is passed, lying near the middle of the above

bay, being attached to Canada. Opposite this island, to the north, is seen *Coulée Point*, and besides this, several small islands stud the north shore. *Tequamenon River* enters the bay from the east, discharging a large quantity of water.

Mamainse Point (Little Sturgeon), opposite White Fish Point, is another bold headland, near where is situated the Quebec Copper Mining Co.'s Works, at present abandoned, owing to their being found unproductive. Some 15 or 20 miles north are located the Montreal Company's Copper Mine, which is being successfully worked. While still farther north, skirting Lake Superior. is to be found a vast *mineral region*, as yet only partially explored.

The scenery of Lake Superior, and the productions of its shores, which are so little known to even our professional tourists, are thus vividly described by an intelligent writer:

"Situated between latitudes forty-six and forty-nine—with an altitude of over two hundred yards above the level of the ocean, and a depth reaching far below that level—a coast of surpassing beauty and grandeur, more than twelve hundred miles in extent, and abounding in geological phenomena, varied mineral wealth, agates, cornelian, jasper, opal, and other precious stones—with its rivers, bays, estuaries, islands, presque isles, peninsulas, capes, pictured rocks, transparent lakes, leaping cascades, and bold highlands, limned with pure veins of quartz, spar, and amethystine crystals, full to repletion with mineral riches; reflecting in gorgeous majesty the sun's bright rays and the moon's mellow blush; o'ertopped with ever-verdant groves of fir, cedar, and the mountain ash; while the background is filled up with mountain upon mountain, until rising in majesty to the clouds, distance loses their inequality resting against the clear vault of heaven."

On passing *White Fish Point*, where may be seen a number of "sand-dunes," or hills, and a light-house 75 feet in height, the broad waters of Lake Superior are reached. The steamers usually pursue a westerly course toward Grand Island or Marquette, passing *Point au Sable*, 50 miles farther. During clear weather, the steep sandy hills on the south shore, ranging from 400 to 1,000 feet in height, may be seen from the deck of the steamer.

The PICTURED ROCKS, of which almost fabulous accounts are given by travelers, are about 110 miles west of Saut Ste Marie. Here also are to be seen the *Cascade Falls* and the *Arched Rock*, both objects of great interest. The Amphitheatre, Miners' Castle, Chapel, Grand Portal, and Sail Rock, are also points of great picturesque beauty, which require to be seen to be justly appreciated.

Extract from FOSTER and WHITNEY's Report of the Geology of the Lake Superior Land District:

PICTURED ROCKS.

"The range of cliffs to which the name of the Pictured Rocks has been given, may be regarded as among the most striking and beautiful features of the scenery of the Northwest, and are well worthy the attention of the artist, the lover of the grand and beautiful, and the observer of geological phenomena.

"Although occasionally visited by travelers, a full and accurate description of this extraordinary locality has not as yet been communicated to the public.*

"The PICTURED ROCKS may be described, in general terms, as a series of sandstone bluffs extending along the shore of Lake Superior for about five miles, and rising, in most places, vertically from the water, without any beach at the base, to a height varying from fifty to nearly two hundred feet. Were they simply a line of cliffs, they might not, so far as relates to height or extent, be worthy of a rank among great natural curiosities, although such an assemblage of rocky strata, washed by the waves of the great lake, would not, under any circumstances, be destitute of grandeur. To the voyager coasting along their base in his frail canoe they would, at all times, be an object of dread; the recoil of the surf, the rock-bound coast, affording for miles no place of refuge; the lowering sky, the rising wind; all these would excite his appre-

* Schoolcraft has undertaken to describe this range of cliffs, and illustrate the scenery. The sketches do not appear to have been made on the spot, or finished by one who was acquainted with the scenery, as they bear no resemblance, so far as we observed, to any of the prominent features of the Pictured Rocks.

"It is a matter of surprise that, so far as we know, none of our artists have visited this region and given to the world representations of scenery so striking, and so different from any which can be found elsewhere. We can hardly conceive of any thing more worthy of the artist's pencil; and if the tide of pleasure-travel should once be turned in this direction, it seems not unreasonable to suppose that a fashionable hotel may yet be built under the shade of the pine groves near the Chapel, and a trip thither become as common as one to Niagara now is."

hension, and induce him to ply a vigorous oar until the dreaded wall was passed. But in the Pictured Rocks there are two features which communicate to the scenery a wonderful and almost unique character. These are, first, the curious manner in which the cliffs have been excavated and worn away by the action of the lake, which for centuries has dashed an ocean-like surf against their base; and, second, the equally curious manner in which large portions of the surface have been colored by bands of brilliant hues.

"It is from the latter circumstance that the name by which these cliffs are known to the American traveler is derived; while that applied to them by the French *voyageurs* ('Les Portails'*) is derived from the former, and by far the most striking peculiarity.

"The term *Pictured Rocks* has been in use for a great length of time, but when it was first applied we have been unable to discover.

"The Indian name applied to these cliffs, according to our *voyageurs*, is *Schkuee-archibi-kung* or "The end of the rocks," which seems to refer to the fact that, in descending the lake, after having passed them, no more rocks are seen along the shore. Our *voyageurs* had many legends to relate of the pranks of the *Menni-boujou* in these caverns, and in answer to our inquiries seemed disposed to fabricate stories without end of the achievements of this Indian deity.

"We will describe the most interesting points in the series, proceeding from west to east. On leaving Grand Island harbor,†

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* Le Portail is a French term, signifying the principal entrance of a church or a portal, and this name was given to the Pictured Rocks by the *voyageurs* evidently in allusion to the arched entrances which constitute the most characteristic feature. Le Grand Portail is the great archway, or grand portal.

† The traveler desirous of visiting this scene should take advantage of one of the steamers or propellers which navigate the lake and land at Grand Island, from which he can proceed to make the tour of the interesting points in a small boat. The large vessels on the lake do not approach sufficiently near the cliffs to allow the traveler to gather more than a general idea of their position and outlines. To be able to appreciate and understand their extraordinary character, it is indispensable to coast along in close proximity to the cliffs and pass beneath the Grand Portal, which is only accessible from the lake, and to land and enter within the precincts of the Chapel. At Grand Island, boats, men, and provisions may be procured. The traveler should lay in a good supply, if it is intended to be absent long enough to make a thorough examination of the whole series. In fact, an old voyager will not readily trust himself to the mercy of the winds and waves of the lake without them, as he may not unfrequently, however auspicious the weather when starting, find himself weather-bound for days together. It is possible, however, in one day, to start from Grand Island, see the most interesting points and return. The distance from William's to the Chapel—the farthest point of interest—is about fifteen miles.

high cliffs are seen to the east, which form the commencement of the series of rocky promontories, which rise vertically from the water to the height of from one hundred to one hundred and twenty-five feet, covered with a dense canopy of foliage. Occasionally a small cascade may be seen falling from the verge to the base in an unbroken curve, or gliding down the inclined face of the cliff in a sheet of white foam. The rocks at this point begin to assume fantastic shapes; but it is not until having reached Miners' River that their striking peculiarities are observed. Here the coast makes an abrupt turn to the eastward, and just at the point where the rocks break off and the friendly sand-beach begins, is seen one of the grandest works of nature in her rock-built architecture. We gave it the name of "Miners' Castle," from its singular resemblance to the turreted entrance and arched portal of some old castle—for instance, that of Dumbarton. The height of the advancing mass, in which the form of the Gothic gateway may be recognized, is about seventy feet, while that of the main wall forming the background is about one hundred and forty. The appearance of the openings at the base changes rapidly with each change in the position of the spectator. On taking a position a little farther to the right of that occupied by the sketcher, the central opening appears more distinctly flanked on either side by two lateral passages, making the resemblance to an artificial work still more striking.

"A little farther east, Miners' River enters the lake close under the brow of the cliff, which here sinks down and gives place to a sand-bank nearly a third of a mile in extent. The river is so narrow that it requires no little skill on the part of the voyager to enter its mouth when a heavy sea is rolling in from the north. On the right bank, a sandy drift plain, covered with Norway and Banksian pine, spreads out, affording good camping-ground—the only place of refuge to the voyager until he reaches Chapel River, five miles distant, if we except a small sand beach about midway between the two points, where, in case of necessity, a boat may be beached.

"Beyond the sand beach at Miners' River the cliffs attain an altitude of one hundred and seventy-three feet, and maintain a nearly uniform height for a considerable distance. Here one of those cascades of which we have before spoken is seen foaming down the rock.

"The cliffs do not form straight lines, but rather arcs of circles, the space between the projecting points having been worn out in symmetrical curves, some of which are of large dimensions. To one of the grandest and most regularly formed we gave the name of 'The Amphitheatre.' Looking to the west, another projecting point—its base worn into cave-lik-

forms—and a portion of the concave surface of the intervening space are seen.

"It is in this portion of the series that the phenomena of colors are most beautifully and conspicuously displayed. These can not be illustrated by a mere crayon sketch, but would require, to reproduce the natural effect, an elaborate drawing on a large scale, in which the various combinations of color should be carefully represented. These colors do not by any means cover the whole surface of the cliff even where they are most conspicuously displayed, but are confined to certain portions of the cliffs in the vicinity of the Amphitheatre; the great mass of the surface presenting the natural, light-yellow, or raw-sienna color of the rock The colors are also limited in their vertical range, rarely extending more than thirty or forty feet above the water, or a quarter or a third of the vertical height of the cliff. The prevailing tints consist of deep-brown, yellow, and gray—burnt-sienna and French-gray predominating.

"There are also bright blues and greens, though less frequent. All of the tints are fresh, brilliant, and distinct, and harmonize admirably with one another, which, taken in connection with the grandeur of the arched and caverned surfaces on which they are laid, and the deep and pure green of the water which heaves and swells at the base, and the rich foliage which waves above, produce an effect truly wonderful.

"They are not scattered indiscriminately over the surface of the rock, but are arranged in vertical and parallel bands, extending to the water's edge. The mode of their production is undoubtedly as follows: Between the bands or strata of thick-bedded sandstone there are thin seams of shaly materials, which are more or less charged with the metallic oxides, iron largely predominating, with here and there a trace of copper. As the surface-water permeates through the porous strata it comes in contact with these shaly bands, and, oozing out from the exposed edges, trickles down the face of the cliffs, and leaves behind a sediment, colored according to the oxide which is contained in the band in which it originated. It can not, however, be denied that there are some peculiarities which it is difficult to explain by any hypothesis.

"On first examining the Pictured Rocks, we were forcibly struck with the brilliancy and beauty of the colors, and wondered why some of our predecessors, in their descriptions, had hardly adverted to what we regarded as their most characteristic feature. At a subsequent visit we were surprised to find that the effect of the colors was much less striking than before: they seemed faded out, leaving only traces of their former brilliancy, so that the traveler might regard this as an unimportant feature in the scenery. It is difficult to account for this

change, but it may be due to the drynesss or humidity of the season. If the colors are produced by the percolation of the water through the strata, taking up and depositing the colored sediments, as before suggested, it is evident that a long period of drouth would cut off the supply of moisture, and the colors, being no longer renewed, would fade, and finally disappear. This explanation seems reasonable, for at the time of our second visit the beds of the streams on the summit of the table-land were dry.

"It is a curious fact, that the colors are so firmly attached to the surface that they are very little affected by rains or the dashing of the surf, since they were, in numerous instances, observed extending in all their freshness to the very water's edge.

"Proceeding to the eastward of the Amphitheatre, we find the cliffs scooped out into caverns and grotesque openings, of the most striking and beautiful variety of forms. In some places huge blocks of sandstone have become dislodged and accumulated at the base of the cliff, where they are ground up and the fragments borne away by the ceaseless action of the surge.

"To a striking group of detached blocks the name of 'Sail Rock' has been given, from its striking resemblance to the jib and mainsail of a sloop when spread—so much so, that when viewed from a distance, with a full glare of light upon it, while the cliff in the rear is left in the shade, the illusion is perfect. The height of the block is about forty feet.

"Masses of rock are frequently disloged from the cliff, if we may judge from the freshness of the fracture and the appearance of the trees involved in the descent. The rapidity with which this undermining process is carried on, at many points, will be readily appreciated when we consider that the cliffs do not form a single unbroken line of wall; but, on the contrary, they present numerous salient angles to the full force of the waves. A projecting corner is undermined until the superincumbent weight becomes too great, the overhanging mass cracks, and aided perhaps by the power of frost, gradually becomes loosened, and finally topples with a crash into the lake.

"The same general arched and broken line of cliffs borders the coast for a mile to the eastward of Sail Rock, where the most imposing feature in the series is reached. This is the Grand Portal —*Le Grand Portail* of the *voyageurs*. The general disposition of the arched openings which traverse this great quadrilateral mass may, perhaps, be made intelligible without the aid of a ground-plan. The main body of the structure consists of a vast mass of a rectilinear shape, projecting out into the lake about six hundred feet, and presenting a front of three hundred or four

hundred feet, and rising to a height of about two hundred feet. An entrance has been excavated from one side to the other, opening out into large vaulted passages which communicate with the great dome, some three hundred feet from the front of the cliff. The Grand Portal, which opens out on the lake, is of magnificent dimensions, being about one hundred feet in height, and one hundred and sixty-eight feet broad at the water-level. The distance from the verge of the cliff over the arch to the water is one hundred and thirty-three feet, leaving thirty-three feet for the thickness of the rock above the arch itself. The extreme height of the cliff is about fifty feet more, making in all one hundred and eighty-three feet.

"It is impossible, by any arrangement of words, or by any combination of colors, to convey an adequate idea of this wonderful scene. The vast dimensions of the cavern, the vaulted passages, the varied effects of the light as it streams through the great arch and falls on the different objects, the deep emerald green of the water, the unvarying swell of the lake keeping up a succession of musical echoes, the reverberations of one's own voice coming back with startling effect, all these must be seen, and heard, and felt, to be fully appreciated.

"Beyond the Grand Portal the cliffs gradually diminish in height, and the general trend of the coast is more to the south-east; hence the rock being less exposed to the force of the waves, bears fewer marks of their destructive action. The entrance to Chapel River is at the most easterly extremity of a sandy beach which extends for a quarter of a mile, and affords a convenient landing-place, while the drift-terrace, elevated about thirty feet above the lake-level, being an open pine plain, affords excellent camping-ground, and is the most central and convenient spot for the traveler to pitch his tent, while he examines the most interesting localities in the series which occur in this vicinity—to wit, the Grand Portal and the Chapel.—*(See Engraving.)*

The Chapel—*La Chapelle* of the *voyageurs*—if not the grandest, is among the most grotesque, of Nature's architecture here displayed. Unlike the excavations before described, which occur at the water's edge, this has been made in the rock at a height of thirty or forty feet above the lake. The interior consists of a vaulted apartment, which has not inaptly received the name it bears. An arched roof of sandstone, from ten to twenty feet in thickness, rests on four gigantic columns of rock, so as to leave a vaulted apartment of irregular shape, about forty feet in diameter, and about the same in height. The columns consist of finely stratified rock, and have been worn into curious shapes. At the base of one of them an arched cavity or niche has been cut, to which access is had by a flight of steps formed

by the projecting strata. The disposition of the whole is such as to resemble very much the pulpit of a church; since there is overhead an arched canopy, and in front an opening out toward the vaulted interior of the chapel, with a flat tabular mass in front, rising to a convenient height for a desk, while on the right is an isolated block, which not inaptly represents an altar; so that if the whole had been adapted expressly for a place of worship, and fashioned by the hand of man, it could hardly have been arranged more appropriately. It is hardly possible to describe the singular and unique effect of this extraordinary structure; it is truly a temple of nature—"a house not made with hands."

"On the west side, and in close proximity, Chapel River enters the lake, precipitating itself over a rocky ledge ten or fifteen feet in height.*

"It is surprising to see how little the action of the stream has worn away the rocks which form its bed. There appears to have been hardly any recession of the cascade, and the rocky bed has been excavated only a foot or two since the stream assumed its present direction.

"It seems therefore impossible that the river could have had any influence in excavating the Chapel itself; but its excavation must be referred to a period when the waters of the lake stood at a higher level.

"Near the Grand Portal the cliffs are covered, in places, with an efflorescence of sulphate of lime, in delicate crystallizations; this substance not only incrusts the walls, but is found deposited on the moss which lines them, forming singular and interesting specimens, which however can not be transported without losing their beauty.

"At the same place we found numerous traces of organic life in the form of obscure fucoidal markings, which seem to be the impressions of plants, similar to those described by Prof. Hall as occurring in the Potsdam sandstone of New York. These were first noticed at this place by Dr. Locke, in 1847."

Grand Island, 125 miles distant from the Saut, is about ten miles long and five wide, lying close in to the south shore. This is a wild and romantic island; the cliffs of sandstone, irregular and broken into by the waves, form picturesque caverns, pillars, and arches of immense dimensions. The main shore, also in

* "At this fall, according to immemorial usage among the *voyageurs* in ascending the lake, the *mangeurs de lard*, who make their first trip, receive baptism; which consists in giving them a severe ducking—a ceremony somewhat similar to that practiced on green-horns, when crossing the line.

sight, presents a magnificent appearance. Here are several other small islands, and a good harbor. It is proposed to construct a railroad from this harbor to the head of Big Bay de Noc, the most northern arm of Green Bay, only 30 miles distant, thus forming an almost direct north and south route to Chicago, etc.

Marquette, Mich., 170 miles from the Saut, is one of the most flourishing places on the borders of Lake Superior, being the shipping port of the rich iron mines, which are from four to twelve miles distant from the village. These mines yield from 60 to 80 per cent. pure iron, which is exported in large quantities to Detroit, to Cleveland, and to Pittsburgh. A railroad extends some twelve or fourteen miles to the mines, affording the mines facilities for transporting the ore to Marquette, where is a good harbor. The village contains two churches, a large hotel, besides several taverns and stores, and about 1,000 inhabitants. A railroad will soon be constructed from this point to Little Bay de Noc, about 30 miles southeast, which, when completed, will greatly facilitate the traffic in iron and copper ores, in which this whole section of country abounds, as well as with other valuable metals, precious stones, etc.

LAKE SUPERIOR IRON REGION.

"The discovery of the iron mountains and mines of Lake Superior was made in 1846, but owing to the cost of trans-shipment and transportation across the Portage at the Falls of St. Mary's River, but little was done to develop them until the completion of the Saut Ste Marie ship canal, two years ago, which gave a new and lively impetus to the business; and it now forms an important feature of the Lake Superior trade.

"The mines are situated from three to sixteen miles from Marquette, a pleasant and thriving village of 1,000 inhabitants, overlooking Lake Superior, located near the mouth of Carp River, 140 miles above Saut Ste Marie.

"The mine nearest to the lake is the Eureka, about two and a half miles from Marquette. The ore here is not so easily or cheaply obtained as at the Sharon or Cleveland mountains, but it is of surpassing richness, and yields an iron of the finest and

best quality for cutlery, etc. It has not been worked so extensively as the others, but it is being prosecuted with vigor.

"The Jackson Iron Mountain, owned by the Sharon Company, is situated 14 miles from Marquette; and the Cleveland Mountain, owned by Wm. H. Gordon and others, of Cleveland, is two miles beyond. A plank road, laid with flat iron rails, is in operation from Marquette to both of these mines, and the ore is transported in cars drawn by horses and mules. One span of horses or mules will draw a car containing five tons of ore, and make one trip a day. The operative forces at each of them the present season are about equal, and they send to Marquette an aggregate of from 800 to 1,000 tons per week. These mountains rise gradually to a height of six or seven hundred feet, and are a solid mass of iron ore, yielding from 50 to 60 per cent. of the best iron in the world.

"Two and a half miles beyond the Cleveland is the New England Iron Mountain, which is said to abound with ore of equal richness and quality with the others, but as the railroad is not yet completed to it, nothing has been done to develop it. A mile or two farther on we reach the Burt Iron Mountain; but as they all bear so strong a resemblance to each other in quantity, quality, and richness of ores, a description of one answers for them all. That the iron of this region is inexhaustible admits of no doubt, and that it is the richest and best in the world has been clearly proved by analysis and practical demonstration.

"The associates of the late Heman B. Ely, Esq., are constructing a substantial railroad from Marquette to the Burt Mountain, and a company has been formed to continue it on to Wisconsin State-line. Six or eight miles of this road is completed, laid with heavy T rail, and a locomotive is running upon it. The grading is nearly completed to the Jackson Mountain, 14 miles, and the iron will be laid this fall, or early in the spring. The completion of this road will have a tendency to reduce materially the price of ore at Marquette. It is now held at $5 per ton, delivered on the wharf; it can then be sold at $3 50, and yield as fair a profit as it now does at $5.

"The Sharon Iron Company have expended some $300,000 in the construction of a substantial breakwater and wharf, twelve hundred feet long, at Marquette. The harbor is well protected, except against an east wind, which blows directly in; but an expenditure of fifty thousand dollars, in extending the breakwater already constructed, would make it safe at all times.

"In 1848, two years after the discovery of iron, the first bloom forge on Lake Superior was built by the Jackson Iron Company. It is situated about ten miles from Marquette, in

the vicinity of the Jackson Mountain. It is a small affair, having only two fires, and as the machinery proved imperfect, but little has been done with it.

"The second forge was built by the Marquette Iron Company in 1850, located at the village of Marquette. This had four fires, and was worked by steam. It was in successful operation about eighteen months, when it was destroyed by fire, in 1852.

"The third bloomery was built, in 1853, by Mr. M'Connell. It is situated on the Dead River, six miles from Marquette, has two fires, and is worked by water-power.

"The fourth and most extensive and successful bloom forge, on Lake Superior is that of the Collins Iron Company, situated on Dead River, three miles from Marquette. This was completed in 1855. It is worked by water-power, has eight fires, and is capable of manufacturing 2,000 tons blooms per annum.

"*Burt Mountain* is situated seventeen miles west from the lake, and forms the present terminus of the I. M. R. R. The surface indications of the iron ore at this point are of the first class, of which we procured some fine specimens. It has not yet been opened, yet those who understand such matters think it will pay richly to work it. We did not find all the surface-indications, yet what we did find contained but little jasper, being mostly diamond, granulated, and slate ore. The weight of it quite surprised us—we took hold of a piece about eight inches square and three in thickness, thinking to lift it with one hand, but our fingers slipped off as though it had been oiled, and no attempt was made afterward to lift any but small pieces. The bed of ore which we found lay within a few feet of the railroad track, and could be loaded on to cars at a very small expense. It will probably be opened as soon as the cars are running to this point; from this point we strike off nearly south to Lake Angelina.

"*Cleveland Mountain* is sixteen miles from the lake, and one mile east of the Burt Mountain. This mine is now actively worked, and sends down daily to the lake from forty to fifty tons of good ore. Mr. D. P. Moore, the foreman of the mining work, informed us they had some two hundred tons of ore ready for transportation, and were constantly gaining upon the teams that take it away. There are now about thirty men employed at this mine constantly, and additions are expected soon. It would be utterly impossible to give an adequate idea of the immense amount of ore at this point—it lies piled up in huge masses above the surface, and the depth of it can not be determined, but probably extends farther down than ever will be dug to get it. Indeed, there is now enough upon the surface to last for ages, to say nothing of other localities, to which this is but a commencement. The miners have struck a bed of jasper,

where they are now at work, on a level with the road, which will not be very profitable working; yet this is no drawback at all, for it is thought that below it is as good ore as any obtained, and even if there was none, there is enough above ground, which can be got out cheaper than that. This the company will probably do now, as when the work of mining shall become thoroughly systematized, the cheaper ore can be worked as profitably as the best can now. Yet this is not necessary, as there is an unlimited amount of ore that yields from eighty to ninety per cent. of pure iron. There seems to be no obstacle now in the way of the successful and profitable working of this mine.

"*Jackson Mountain*, from the lake, is fourteen miles distant, and east from the Cleveland Mountain to the place where the miners are working, two miles. It will be seen at once, that thousands of tons can be prepared with but little labor, when a good face is cleaned off and ready for blasting. From Mr. Zimmerman, the foreman of the mining operations, we learned that the company have eleven men now at work excavating the ore and preparing it for removal. It may not be amiss to remark here, that the ore is broken up into a convenient size for handling and shipping, at all the mines, before it is taken away. They have now at the mines about five hundred tons ready for transportation. The quantity carried to the lake as yet, this season, is small, comparatively; but we understand the company have just received a stock of mules, and will probably commence the transportation of it on a large scale very soon. Where the miners are now excavating, the surface exhibits a thin layer of slaty rock, which, being removed, shows ore of the best quality, except in a few small veins which contain some jasper. The surface-indications upon the top of the mountain exhibit a rather large proportion of jasper; yet where the side has been faced down it shows that it is only at the surface; what it may be on penetrating to the heart of the mountain it is impossible to conjecture.

"The *Eureka Mine* is distant from the lake but two and a half miles, and but a short distance from the railway, with which it connects by a side track. Some difficulty has been experienced here in getting out the ore, in consequence of the veins being imbedded in the rock, but the work of excavating has been persevered in, until it now promises well. The ore improves as it progresses downward, and the veins grow wider. The close proximity of this mine to the lake gives it an advantage over those more distant, as the cost of transportation will be materially lessened. There are many locations within the district which we passed over, that we did not visit. They are not yet opened, and we did not think it proper to describe

them until they should be, and their value ascertained. This will probably be done at no distant day."—*Report of* 1856.

Carp and *Dead* rivers both flow into Lake Superior, near Marquette, on each side of which there are rapids and falls of great beauty, affording good water-power. *Chocolate River* also flows into the lake some two or three miles east of Marquette, but through a different geological formation.

On leaving Marquette, the steamer usually runs in a N.W. direction, passing *Presque Ile*, *Granite Point*, and GRANITE ISLAND, the latter having two vertical walls of trap 20 feet high and 12 feet apart, forming a good boat-harbor.

STANARD'S ROCK, discovered by Captain Stanard in 1835, while in the employ of the American Fur Company, sailing the schooner John Jacob Astor, is a solitary and dangerous bare rocky projection, rising out of the lake, off the mouth of Keweenaw Bay, in the route of the steamers on their way from Marquette to Copper Harbor, 65 miles.

L'ANCE is an excellent harbor, where is a small settlement, situated at the head of Keweenaw Bay. A short distance north are located a Roman Catholic and Methodist mission house and church. The Catholic being on the west shore of the bay, and the Methodist on the east, both are surrounded by Indian tribes and settlements. This locality, at no distant day, must become an important point, being favorably situated between the iron and copper regions of Lake Superior.

PORTAGE ENTRY, situated on the west shore of Keweenaw Bay, about fifteen miles north of L'Anse, at the outlet of Portage Lake, is a new and important place, from whence some of the rich copper ore of this region is exported.

PORTAGE LAKE is an extensive and beautiful sheet of water, extending to within half a mile of the entire breadth of the peninsula of Keweenaw Point, in the county of Houghton. It receives a number of small streams, draining the rich copper region of Lake Superior. No portion of the south shore of Lake Superior exceeds this lake and its vicinity as a resort for health and pleasure.

KEWEENAW POINT* is a large extent of land jutting out into Lake Superior, from ten to twenty-five miles wide, and about sixty miles in length. This section of country for upward of 100 miles, running from southwest to northeast, abounds in silver and copper ores, yielding immense quantities of the latter; much of it being pure native copper, but often in such large masses as to render it almost impossible to be separated for the purpose of transportation. Masses weighing from 1,000 to 5,000 pounds are often sent forward to the Eastern markets. The geological formation is very interesting, producing specimens of rare beauty and much value.

MANITOU ISLAND lies off Keweenaw Point, on which is a light-house to guide the mariner to and from Copper Harbor. The island is about seven miles in length and four wide.

COPPER HARBOR, Houghton Co., Mich., situated on the north shore of Keweenaw Point, 250 miles from the Saut, is one of the best harbors on Lake Superior. The village contains about 600 inhabitants, a church, and two hotels, besides several stores and storehouses. Fort Wilkins, formerly a U. S. military post, has been converted into a hotel and water-cure establishment for the accommodation of visitors and invalids.

The copper mines are from four to six miles back of the landing, are very productive, and well worthy a visit.

AGATE HARBOR, ten miles west of Copper Harbor, is the name of a small settlement. This port is not much frequented as yet by steamers.

EAGLE HARBOR, 16 miles west of Copper Harbor, is a good steamboat landing. Here is a good public-house, together with several stores and storehouses. The mines are situated three miles and upward from the landing.

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* "On many maps spelled *Keweewaiwona*, and otherwise. Pronounced by our Indians, 'Ki-wi-wai-non-ing,' now written and pronounced as above; meaning a portage, or place where a portage is made—the whole distance of some eighty or ninety miles around the Point being saved by entering Portage Lake and following up a small stream, leaving a portage of only about a half mile to Lake Superior on the other side."—*Foster and Whitney's Report.*

Eagle River Harbor and village are favorably situated at the mouth of a stream of the same name. Here is a thriving settlement, it being the outlet of the celebrated Cliff and North American Copper mines, two of the most successful copper mining companies probably in this or any other country. Here the lamented Dr. Houghton was drowned, October, 1845, while engaged in exploring this section of country—Keweenaw Point and adjacent country being very appropriately named Houghton County in honor of his memory.

The following is an account of the melancholy death of Dr Houghton:

"By a friend direct from Lake Superior, we have the painful intelligence of the death of Dr. Douglas Houghton, State Geologist of Michigan, who, with two *voyageurs* or half-breeds, was drowned by the swamping of their boat on Lake Superior during a storm on the 13th of October, 1845, as they were coming down from a portage to Copper Harbor. They were swamped about a mile and a half from Eagle River. Dr. Houghton had been for some time engaged in a geological and linear survey of the Copper Region for the Federal Government, and was engaged in the discharge of this duty when he met with his lamented end. He was about 50 years old, universally beloved by those who knew him, and had by years of patient toil and study acquired a knowledge of the Mineral Region which no living man possesses or can for years acquire. His death is not only a sore blow to his family and numerous friends, but a public calamity. His body had not been recovered on the 22d, when our informant left, though search had been made for it. The body of one of his *voyageurs* (Pequette) had been found, with a few pieces of the boat. There were four with him at the time of the disaster, two of whom were hurled by the waves upon the rocks, ten feet above the usual level of the waters."

Ontonagon, Ontonagon Co., Mich., 336 miles from the Sault Ste Marie, is advantageously situated at the mouth of the river of the same name. The river is about 200 feet wide at its mouth, with a sufficient depth of water over the bar for large steamers. Here is being erected an extensive pier and breakwater. The village contains an Episcopal, a Presbyterian, and a Roman Catholic church; three good hotels, the Bigelow

House being the largest; 2 steam saw-mills, and 10 or 12 stores and storehouses, and about 1,500 inhabitants.

In this vicinity are located the Minnesota, the Norwich, the National, the Rockland, and several other very productive copper mines. The ore is found from 12 to 15 miles from the landing, being imbedded in a range of high hills traversing Keweenaw Point from N.E. to S.W. for about 100 miles. Silver is here found in small quantities, beautifully intermixed with the copper ore, which abounds in great masses.

"During the month of July, 1856, the Minnesota Mine raised 152 tons 1,272 pounds of copper. One mass from this mine weighed 7,122 pounds—the largest, we believe, yet sent from that district.

"The Rockland raised in the same month 30 tons 848 pounds. Some of the masses raised were the most beautiful and pure, which have ever been seen upon the lake."

LAKE SUPERIOR INTELLIGENCE.

"We have received a late copy of the Lake Superior *Miner*, and condense from its columns some interesting intelligence concerning Lake Superior matters.

"Ontonagon is said to be improving very rapidly, and the *Miner* thinks it destined to become the most important point on the lake shore. During 1856, some forty new buildings were erected, various streets graded and planked, and a large amount of real estate sold to actual settlers.

"The Minnesota Mine, fifteen miles from Ontonagon, shipped during the year ending January 1, 1857, 3,718,403 pounds of copper. Of this amount only 255,854 pounds was stamp work. The copper will probably be found of a high purity. There are now employed on the location, above and below ground, some 537 persons.

"The Rockland, National, Nebraska, and other mines, are also reported as raising large quantities of copper.

"Great improvements have been made on the Ontonagon harbor, and several new docks and piers erected.

"All the mines are making preparations to ship copper largely during the coming season, when 'lively times' are expected.

"It would be well for our Eastern merchants to open a larger trade with Lake Superior, in which there is a good chance, if we mistake not, for investments of a most profitable nature."

COPPPER MINING MATTERS.

"THE *Minnesota* has raised during the year ending Jan. 1st, 1857, 3,718,403 pounds of copper. They have built during the year one very fine warehouse and office, 25 by 60, an excellent agent's house, a minister's house, and a new engine-house.

"The following is the product of the year 1856, by months In that time the Minnesota leads the Cliff, in mine production, by more than 200 tons, and we think the difference in ingot copper will be still greater in favor of the former mine.

January	318,177	July	305,272
February	306,532	August	309,731
March	330,438	September	300,261
April	318,311	October	307,135
May	305,117	November	315,372
June	303,123	December	300,994

Total pounds, nett 3,718,403
Or 1,859 tons 403 pounds.

"The *Cliff* raised, during the year preceding December 1, 1856, at which their fiscal year terminates, 3,291,229 pounds of copper, or 1,654 tons and 1,229 pounds. They raised during the preceding year a little less than 1,489 tons, which shows an increase of about 149 tons in favor of the year just past.

"The following additional shipments were made by the various mines on the Point during the last season. We can only regret that we are not able to make the list complete at present.

North America	645,498	Central	105,487
Rockland	398,188	Northwestern	90,688
Connecticut	44,080	Copper Falls, about	896,000

"This last-named mine shipped some pounds more than the amount in the table.

"The following is the amount in round tons shipped from the Portage Lake District.

Isle Royale	293	Quincy	20
Portage	101	Pewabic	103
Huron	22		

LA POINTE, La Pointe Co., Wis., situated on Madeline Island, one of the group of the *Twelve Apostles*, 410 miles from the Saut, and 83 miles from Superior City, is a highly important place. It was early settled by the Jesuits and American Fur Traders. The population consists of a mixture of Indians, French Canadians, and Americans. In addition to its fur trade, La Pointe has long been the favorite resort of the "red man"

and the "pale face;" the former will no doubt soon disappear, as the spirit of speculation has entered this whole region of country. Here, among the islands, are to be found some of the best fishing-grounds for which Lake Superior is so justly famed.

The TWELVE APOSTLES' ISLES consist of the Madeline, Cap, Line, Sugar, Oak, Otter, Bear, Rock, Cat, Ironwood, Outer, and Presque Isle, besides a few smaller islands, being grouped together a short distance off the mainland, presenting during the summer months a most picturesque and lovely appearance. Here are to be seen clay and sandstone cliffs rising from 100 to 200 feet above the waters, while most of the islands are clothed with a rich foliage of forest trees.

BAYFIELD, La Pointe Co., Wis., three miles west of La Pointe, has a good harbor. The village is situated on the mainland, from whence it is proposed to build a railroad for a distance of 120 miles to the St. Croix River, terminating at a point where the above river becomes navigable.

ASHLAND, 12 miles south of La Pointe, at the head of Chagwamegon Bay, is another new settlement no doubt destined to rise to some importance, it having a very spacious and secure harbor.

MASKEG RIVER, a considerable stream, the outlet of several small lakes, enters Lake Superior about 15 miles east of Ashland; some ten miles farther eastward enters MONTREAL RIVER, forming the boundary, in part, between the States of Michigan and Wisconsin.

On proceeding from La Pointe westward, the steamer usually passes around Point de Tour, ten miles north, and enters Fond du Lac, a noble bay situated at the head of Lake Superior. It may be said to be 50 miles long and 20 miles wide, abounding in good fishing-grounds.

SUPERIOR, or SUPERIOR CITY, Douglass Co., Wis., is most advantageously situated on a bay of Superior, at the west end of the lake, near the mouth of St. Louis River. Here is a church, two hotels, and ten or fifteen stores and storehouses, and about 1,500 inhabitants A small river called the Nemadji runs

through Superior, and enters into the bay. Perhaps no place on Lake Superior has commercial advantages equal to this town; its future is magnified almost beyond conception. The *St. Croix and Superior Railroad* is proposed to terminate at this place, extending southward to Hudson on the St. Croix River, about 140 miles. Another railroad is proposed to extend westward to the Sauk Rapids, on the Upper Mississippi, either from this place or Portland, Min.

NOTES OF TRAVEL.

From a Correspondent of the Buffalo Courier.

Ontonagon—La Pointe—Superior City.

Dated, St. Paul, Minn., *August*, 1856.

"On Sunday we attended church in Ontonagon, situated on the south shore of Lake Superior. There are, I believe, four congregations, viz., Presbyterian, Episcopalian, Methodist, and Catholic. Their houses of worship bear the characteristics of the place; they are hasty but comfortable edifices, which, as the place advances, must give way to more substantial and tasteful structures.

On Monday the steamer "*Lady Elgin*" arrived, bound for Superior City. We got on board about half-past three o'clock, and left, without any poignant regret, the young, but ambitious Ontonagon.

"We arrived at La Pointe at ten o'clock in the evening, situated on the southern extremity of Madeline Island, the largest of the group denominated the *Apostles' Islands*. La Pointe has been a place of considerable importance as a fur-trading post, and is still a common resort of the Indians desiring to sell furs or obtain supplies. Speculators have seized upon it, and to believe their representations, it is about the only place of any consequence upon the lake. How much of a village it is, or how it is situated, the shades of night prevented me from observing. I watched, however, when a passenger came on board, and observed his feet clogged with clay; so I concluded that the island had a clay soil.

"In the morning of the following day we found ourselves maneuvering to get into the harbor of Superior. This place has one of most beautiful natural harbors that I ever witnessed The town is situated on the extreme end of Lake Superior, on a gentle declivity overlooking the water. Immediately in front a long, narrow strip of land shoots across, cutting off a commo

dious and perfectly secure harbor. This natural breakwater seems almost to have been placed there artificially, so exactly is it adapted to its purpose. The harbor has but one fault, and that is a serious one, yet which may be remedied by sufficient outlay. Boats of a sufficient capacity to undergo the weather of these lakes can not find sufficient depth of water, except in narrow and confined channels of the bay. A dredging-machine kept at work here for a few months would, I believe, entirely relieve it from these difficulties."

Wahbagon is the name of a new town that has been laid out on the Wisconsin side of the St. Louis River, opposite to the Indian village of Fond du Lac, and at the end of navigation on the northern lakes and rivers. It is the farthest inland point accessible by vessels from the ocean—being fourteen miles west of Superior. It is said to be the only point on the St. Louis River that can be reached by roads from the south or west without crossing the river.

Gordon, the name of a new town located on the line of the St. Croix and Lake Superior Railroad, and about midway between Superior and Hudson, is now attracting the attention of capitalists.

Distances from Fond du Lac to St. Paul, Min.

	Miles.	
Fond-du-Lac, (St. Louis River)		
Pokagema, (*Portage*)	75	
Falls St. Croix, (*Canoe*)	40	115
Marine Mills, (*Steamboat*)	19	134
Stillwater, "	11	145
St. Paul, (*Stage*)	18	163

Distance from Superior City to St. Cloud (Sauk Rapids), by proposed railroad route, 120 miles. St. Cloud to St. Paul, 76 miles. Total, 196 miles.

Distances from Superior City to Pembina, Min.

	Miles.	
Superior		
Crow Wing	80	
Otter Tail Lake	70	150
Rice River	74	224
Sand Hills River	70	294
Grand Fork, (Red River)	40	334
Pembina	80	414

From St. Paul to Pembina, *via* Crow Wing.....464 miles.

SUPERIOR CITY

The Superior *Chronicle* of the 20th of Jan., 1857, arrived by mail a day or two since, and is pretty much taken up with a 'semi-annual review of the town of Superior, Wisconsin.' The statement is highly flattering to the enterprise of the citizens, as well as to the natural advantages of the location—the extreme western and northern point of lake navigation. The number of inhabitants is about 1,500, being an increase in one year of 900. The number of houses in June, 1856, 196, and in January, 1857, 340.

There are in and round the town five saw-mills in operation. Eight hundred thousand feet of lumber were imported, and one million feet of lumber made by the mills. The *Chronicle* says:

"The lands granted to build a road from Hudson to Superior, and from Superior to Bayfield, have passed into the hands of the St. Croix and Lake Superior Railroad Company, and that company have contracted with Messrs. Dillon, Jackson, Jarrett & Co. for the construction and entire equipment of that portion of the road between Superior and Hudson within two years from the 4th of July next. These contractors are also obligated to build a good wagon road from this place to the St. Croix River this winter; and also to complete, early next spring, an extensive pier and warehouse on the grounds of the company at the mouth of the Nemadji River. About sixty men are employed in constructing the wagon road, and parties are preparing the piles and timbers for the docks and warehouses The contractors have about $10,000 worth of provisions and supplies for next summer's operations distributed along this end of the line. Next season the work on the road is to be commenced at three different points—Superior, Gordon, and Hudson; and on this division one thousand men will be employed.

"The St. Croix and Lake Superior Railroad Company intend erecting next spring a substantial dock and warehouse on their depôt grounds at the mouth of the Nemadji River. The dock will be three hundred feet long by fifty wide, and the warehouse one hundred and ten feet front by forty deep, the timbers for which are now being got out, and the first installment is to be delivered on the ground the present week.

"The proprietors of Superior are constructing a very extensive dock on the river bank opposite to the depôt grounds of the railroad company. It commences on the bay front, about seven hundred feet from the mouth of the river, and runs from thence a distance of two thousand feet. It is to be fifty feet wide, and connected with the mainland by a causeway over the marsh at the foot of Robinson Avenue

"A company to erect a Masonic Hall was organized last summer, with a capital stock of $7,000. It was placed under contract, and the work begun, but owing to the difficulty in collecting assessments in consequence of the absence of many of the stockholders, it was suspended until next spring. It is proposed to erect a very large hotel in the vicinity of this Hall next summer, at a cost of $80,000, but as the organization is not perfected, we can make but a brief allusion to it.

"Several years ago Congress made an appropriation of $15,000 to build a light-house at this place; but, like all other matters intrusted to government officials, its commencement has been unnecessarily delayed. It is under contract, and as the limitation allowed for its completion will expire next fall, we feel pretty sure that its construction will be commenced on the opening of navigation.

"The arrivals at this port for the past three years bear the following comparison:

Years.	Steamboats.	Sailing Vessels.	Total.
1854	2	5	7
1855	23	10	33
1856	40	16	56

"This table shows an increase in 1855 over 1854 of 26 vessels, and an increase in 1856 over 1855 of 23 vessels."

PORTLAND, St. Louis Co., Min., advantageously situated at the extreme west end of Lake Superior, seven miles N.W. from Superior City, is a place of growing importance, where is a good steamboat landing, with bold shore. This is the capital of the county, and bids fair to be a successful competitor with Superior City for the carrying trade of the Great West and Pacific coast. Along the shore of the lake northward are to be seen bold sandy bluffs and highlands, supposed to be rich in mineral wealth.

FOND DU LAC, St. Louis Co., Min., is situated on St. Louis River, 20 miles above its entrance into Lake Superior. Vessels of a large class ascend to this place, being within four miles of the St. Louis Falls, having a descent of about 60 feet, affording an immense water-power. Here are sandstone and slate quarries, from which stone and slate are quarried, and extensively used for building purposes. Iron and copper ore abound in the vicinity. These advantages bid fair to make this point a mart of commerce and manufacture.

St. Louis River, flowing into the S.W. end of Lake Superior, is a large and important stream, and is navigable for steamers and lake craft for upward of 20 miles from its mouth. Above the falls (where the water has a descent of 60 feet, presenting a beautiful appearance), the river is navigable for canoes and small craft for about 80 miles farther. This river is the recipient of the waters of several small lakes lying almost due north of its outlet, its head waters flowing south from near Rainy Lake.

Clifton, St. Louis Co., Min., situated 11 miles N.E. of the head of Lake Superior, is a new settlement. In the vicinity are rich copper mines and good farming lands.

Burlington is another new settlement, situated northeast of Clifton, possessing similar advantages.

Encampment is the name of a river, island, and village, where is a good harbor, the mouth of the river being protected by the island. On the river, near its entrance into the lake, are falls affording fine water-power. Cliffs of greenstone are to be seen, rising from 200 to 300 feet above the water's edge, presenting a handsome appearance. To the north of Encampment, along the lake shore, abound porphyry and greenstone. This locality is noted for a great agitation of the magnetic needle; the depth of water in the vicinity is too great for vessels to anchor, the shores being remarkably bold, and in some places rise from 800 to 1,000 feet above the water.

Hiawatha is another new settlement, situated on the west shore of Lake Superior, where is found copper ore and other valuable minerals, precious stones, etc.

Grand Portage, Min., advantageously situated on a secure bay, near the mouth of Pigeon River, is an old station of the American Fur Company. Here is a Roman Catholic Mission, a block-house, and some 12 or 15 dwellings. Mountains from 800 to 1,000 feet are here seen rising abruptly from the water's edge, presenting a bold and sublime appearance.

Pigeon Bay and River forms the northwest boundary between the United States and Canada, or the Hudson Bay

Company's territory. Pigeon River is but a second-class stream, and by its junction with Arrow River continues the boundary through Rainy Lake and River to the Lake of the Woods, where the 49th degree of north latitude is reached. The mouth of Pigeon River is about 48 degrees north latitude, and 89 degrees 30 minutes west from Greenwich.

Along the whole west shore of Lake Superior, from St. Louis River to Pigeon River, are alternations of metamorphosed schists and sandstone, with volcanic grits and other imbedded traps and porphyry, with elevations rising from 800 to 1,200 feet above the lake, often presenting a grand appearance.

Ile Island, lying northeast of Grand Portage, is a large island belonging to the British. Hills some 700 feet in height are here to be seen, presenting a wild and romantic appearance, being formed in part of green rock.

Thunder Cape is a bold promontory on the north, rising 1,350 feet above the waters of the lake; inside of this point lies *Thunder Bay*, a large and picturesque sheet of water.

Isle Royale, Houghton Co., Mich., being about 45 miles in length from N.E. to S.W., and from 8 to 12 miles in width, is a rich and important island, abounding in copper ore and other minerals, and also precious stones. The principal harbor and only settlement is on *Siskowit Bay*, being on the east shore of the island, about 50 miles distant from Eagle Harbor, on the main shore of Michigan.

The other harbors are—Washington Harbor on the southwest, Todd's harbor on the west, and Rock Harbor and Chippewa Harbor on the northeast part of the island. In some places on the west are perpendicular cliffs of greenstone, very bold, rising from the water's edge, while on the eastern shore conglomerate rock or coarse sandstone abounds, with occasional stony beach. On this coast are many islets and rocks of sandstone, rendering navigation somewhat dangerous. Good fishing grounds abound all around this island, which will, no doubt, before many years, become a favorite summer resort for the invalid and sportsman, as well as the scientific tourist.

Siskowit Lake is a considerable body of water lying near the center of the island, which apparently has no outlet. Other small lakes and picturesque inlets and bays abound in all parts of the island. Hills, rising from 300 to 400 feet above the waters of the lake, exist in many localities throughout the island.

Fort William, an Hudson Bay Company's post, situated at the mouth of Kaministequoi River, is a very important locality. Besides the fort and Company's buildings, here is a Roman Catholic Mission and some 200 resident inhabitants of a mixed character, mostly in the employ of the gigantic Company, which here holds undisputed sway. Here commences the Portage road to Pembina and the Red River Settlement.

The Kaministequoi River is a large and rapid stream, with a fall of about 200 feet perpendicular descent some 30 miles above its mouth. Canoes descended from this point in about four hours; but the ascent is long and tedious. The river is represented as containing many beautiful rapids and islands, also as abounding in fish of various kinds. It empties its pure waters into *Thunder Bay*. The scenery around Thunder Bay is very grand, the mountains, rising 1,000 feet and upward above the surface of the water, have a very imposing effect.

Black Bay and River is another important locality, being in part surrounded by high elevations, presenting a romantic and picturesque appearance.

Neepigon Bay and River, situated at the north extremity of Lake Superior, is a wild and almost unknown region of country. The bay contains several islands, and the river is represented as being a large and rapid stream rising far toward the north, and from thence flowing through a wilderness of great picturesque beauty.

RED RIVER OF THE NORTH.

This interesting section of country being closely connected with the trade of the Upper Lakes, and attracting much attention at the present time, we subjoin the following extract from "Minnesota and Dacotah," by C. C. Andrews—1857:

"It is common to say that settlements have not been extended beyond Crow Wing, Min. This is only technically true. A few facts in regard to the people who live four or five hundred miles to the north will best illustrate the nature of the climate and its adaptedness to agriculture.

"There is a settlement at Pembina, where the dividing line between British America and the United States crosses the Red River of the North. It didn't *extend* there from our frontier, sure enough. If it extended from anywhere, it must have been from the north, or along the confines of that mystic region called Rainy Lake. Pembina is said to have about 600 inhabitants. It is situated on the Pembina River. It is an Indian-French word meaning '*Cranberry*.' Men live there who were born there, and it is in fact an old settlement. It was founded by British subjects, who thought they had located on British soil. The greater part of its inhabitants are half-breeds, who earn a comfortable livelihood in fur-hunting and farming. It is 460 miles northwest of St. Paul, and 330 miles distant from Crow Wing. Notwithstanding the distance, there is considerable communication between the places. West of Pembina, about thirty miles, is a settlement called St. Joseph, situated near a large mythological body of water called *Miniwakin*, or Devil's Lake.

"Now let me say something about this *Red River* of the North, for it is beginning to be a great feature in this upper country. It runs north and empties into Lake Winnipeg, which connects with Hudson Bay by Nelson River. It is a muddy and sluggish stream, navigable to the mouth of the Sioux Wood River for vessels of three feet draught for four months in the year, so that the extent of its navigation within Minnesota alone (between Pembina and the mouth of Sioux Wood River) is 400 miles. Buffaloes still feed on its western banks. Its tributaries are numerous and copious, abounding with the choicest kind of game, and skirted with a various and beautiful foliage. It can not be many years before this magnificent valley (together with the Saskatchawan) shall pour its products into our markets, and be the theater of a busy and genial life.

"Red River Settlement is seventy miles north of Pembina, and lies on both sides of the river. Its population is estimated

at 10,000 souls. It owes its origin and growth to the enterprise and success of the Hudson Bay Company. Many of the settlers came from Scotland, but the most were from Canada. They speak English and Canadian French. The English style of society is well kept up, whether we regard the church with its bishop, the trader with his wine-cellar, the scholar with his library, the officer with his sinecure, or their paper currency. The great business of the settlement, of course, is the fur traffic.

"An immense amount of buffalo skins is taken in summer and autumn, while in the winter smaller but more valuable furs are procured. The Indians also enlist in the hunts; and it is estimated that upward of $200,000 worth of furs are annually taken from our territory and sold to the Hudson Bay Company. It is high time indeed that a military post should be established somewhere on Red River by our government.

"The Hudson Bay Company is now a powerful monopoly. Not so magnificent and potent as the East India Company, it is still a powerful combination, showering opulence on its members, and reflecting a peculiar feature in the strength and grandeur of the British empire—a power, which, to use the eloquent language of Daniel Webster, 'has dotted over the whole surface of the globe with her possessions and military posts, whose morning drum-beat following the sun, and keeping company with the hours, circles the earth daily with one continuous and unbroken strain of martial music.' The company is growing richer every year, and its jurisdiction and its lands will soon find an availability never dreamed of by its founders, unless, as may possibly happen, *popular sovereignty steps in to grasp the fruits* of its long apprenticeship."

The charter of the Hudson Bay Company expires, by its own limitation, in 1860, and the question of annexing this vast domain to Canada, or forming a separate province, is now deeply agitating the British public, both in Canada and in the mother country.

THE HUDSON BAY COMPANY'S CHARTER.

From a Correspondent of the Toronto Globe, dated, July, 1856.

SIR—In the year 1670 Charles the Second created nine individuals a corporate body, and granted them a charter under the style and title of the "*Hudson Bay Company.*"

"The preamble of the charter sets forth, 'that whereas cer-

tain parties had at their own cost and charges undertaken an expedition for Hudson Bay, for the discovery of a new passage into the South Sea, and for finding some trade for furs, minerals, and other considerable commodities, etc.; now know ye that we, being desirous to promote all endeavors tending to the public good and encourage the said design, have granted.'

"The words of the grant are these following:

"'We do give, grant, and confirm unto the said governor and company, and their successors, the sole trade and commerce of all those seas, straits, bays, rivers, lakes, creeks and sounds, in whatsoever latitude they shall be, that lie within the entrance of the strait commonly called *Hudson Strait*, together with all the lands and territories upon the countries, coasts and confines of the seas, bays, lakes, rivers, creeks and sounds aforesaid, that are not already actually possessed by the subjects of any other Christian prince or state; with the fishery of all sorts of fish, whales, sturgeon, and all royal fishes in the seas, bays, inlets and rivers within the premises, and the fish therein taken, together with the royalty of the sea upon the coasts within the limits aforesaid, and all mines royal as well discovered as not discovered, of gold, silver, gems and precious stones, to be found or discovered within the territories, limits and places aforesaid; and that the said land be from henceforth reckoned and reputed as one of our plantations or colonies in America called *Rupert's Land*. And furthermore we do grant unto the said governor and company, and their successors, that they and their successors, and their factors, servants, and agents for them, and on their behalf, and not otherwise, shall forever hereafter have, use and enjoy, not only the whole, entire and only trade and traffic, and the whole, entire and only liberty, use and privilege, of trading and trafficing to and from the territory, limits, and places aforesaid, but also the whole and entire trade and traffic to and from all havens, bays, creeks, rivers, lakes, and seas, into which they shall find entrance or passage by water or land, out of the territories, limits and places aforesaid, and to and with all nations and people inhabiting or which shall inhabit within the territories, limits and places aforesaid, and to and with all other nations inhabiting any of the coasts adjacent to the said territories, limits and places, which are not already possessed as aforesaid, or whereof the sole liberty or privilege of trade or traffic is not yet granted to any other of our subjects.'

'Who can say what constituted Rupert's Land; or where it was supposed to be situated? And who can undertake to explain or give a true construction of the meaning of the absurdly vague and indefinite language in which the grant in question is supposed to be made?

"If this grant of land is worth any thing at all, or if it con-

veys any estate whatever to the Hudson Bay Company, it must be confined to those islands lying *within the entrance* of the strait, and can not be made to convey any other portion.

"The entrance of the strait is from the Atlantic, and the southern boundary of the strait is Labrador; its coast can not be said to be within the entrance of the strait, nor can Hudson Bay, distant some 800 miles from that entrance, in the common acceptation of the term, be said to be within the entrance of the strait; much less can the lands and shores of Hudson Bay be said to lie *within the entrance of the strait*.

"If ever the claims of the Hudson Bay Company are brought before a judicial tribunal for investigation, the interpretation which shall be given this charter (if charter it is) will be in the strictest and most limited sense, and not in the enlarged and extended one which that Company have given to it.

"At all events, '*within the strait*' must mean such a proximity to the strait as would give the lands spoken of an affinity or relation to Hudson Strait, and not such lands as from their immense distance have no such geographical affinity or relation to that strait. In this case the nearest point to Hudson Bay is 700 miles, nevertheless the Hudson Bay Company set up a claim to 1,500 miles beyond this point—2,200 miles from *within the entrance* of Hudson Strait.

"The immense extent of country claimed is not warranted by any possible construction of the charter, and is wholly inconsistent with the objects of a trading company, who evidently are not calculated to found kingdoms or establish states and empires.

"Although Henry Hudson is supposed to be the discoverer of Hudson Bay, for he sailed into the strait that now bears his name in 1610, and perished there that year, nevertheless France laid claim to all that territory as early as 1598. In that year letters patent were granted by Henry the 4th of France to Sieur de la Roche, creating him Governor-General of Canada, Hochelaga, Terres Nueves, Labrador, and the river of the great Bay of Norrembegue.

"On the 29th April, 1627, Louis the 13th granted a charter to a company called 'Le Compagnie de la Nouvelle France,' to which company was also granted the exclusive trade and possession of the country called *La Nouvelle France*, for a period of fifteen years. Now the boundaries of 'La Nouvelle France,' as described at that time, include the whole of Hudson Strait and Hudson Bay, and in fact all that country extending to the Pacific Ocean which the Hudson Bay Company now claim.

"By the treaty of Saint Germain-en-Laye in March, 1632, Charles the 1st of England resigned to Louis the 13th of France the sovereignty of Acadia, *La Nouvelle France*, and Canada.

"Some time about 1663, according to Charlevoix, a party of English adventurers, guided by two French deserters, built a trading establishment on Hudson Bay, and subsequently erected two or three others. This act was regarded by France as one of usurpation, and accordingly in 1686 an expedition was sent from Canada under the command of Chevalier de Troyes, who destroyed the establishments and drove away the possessors, alleging that the country thus occupied by them was in the dominions of the king of France. During the war that subsequently ensued between France and England, these places were taken by the English, and retained until the treaty of Ryswick in 1696. By that treaty they were again restored to France, and they remained in her possession until 1714, when by the treaty of Utrecht the whole of the Hudson Bay countries were ceded to England; since which period the whole country has continued in her possession.

"Thus it is clear that at the time when Charles made the grant to the Hudson Bay Company, it was not his to grant, even if there had been no doubt as to his power. The treaty of Ryswick actually destroyed the charter, by surrendering the country to France; and when by the treaty of Utrecht it was ceded to England in 1714, that country came to the crown of England clearly freed from any stipulations as to the reservation of any vested or other right whatever.

THE HUDSON BAY COMPANY.

To the Editor of the Toronto Globe:

SIR—In a city paper, of the 29th ultimo, I have read with much pleasure some observations relative to the Hudson Bay Company, and the charter under which that Company assume an exclusive control over half a continent.

"The period has now arrived when Canada should assert her right in relation to a matter of so important a nature, and in which her vital interests are most deeply involved. And it is time that her mercantile community should inquire by what authority it is that a company, consisting of some two hundred shareholders, in the city of London, claim the exclusive right to trade over a country extending from the coast of Labrador on the east to the Pacific Ocean on the west, and bounded on the north only by the Arctic seas?

"When we know that this community of commercial adventurers draw their wealth and influence and power solely from the traffic carried on within this immense circuit of country, we are induced to ask, how does it happen that the mercantile

community of Canada, living, as it were, within the very sphere of their action, are dead to all those commercial enterprises which, for nearly a century past, has annually poured into the coffers of this monopoly a copious shower of wealth?

"The reply probably will be, 'It is not that our merchants are unenterprising or unpatriotic—but as the Hudson Bay Company possess an exclusive right to trade throughout that country, all others are by law prohibited.'

"While I admit that this is the general impression, I contend that it is an impression designedly created and artfully maintained by the Hudson Bay Company, in order that they may more securely profit by the monstrous imposture.

"There was a time when a company of Canadian merchants successfully disputed the assumed claims of the Hudson Bay Company.

"That which then was accomplished may now be done again.

"The Northwest Company of Montreal pushed their enterprises to an extent which this chartered one of Charles the Second had never then attempted. And the Northwest Company carried these enterprises into effect at a time when the means of transport were in its very infancy. The bark canoe was the only conveyance by which merchandise was conveyed from Montreal, or by which the rich productions of even in those times the mighty West were brought in return to that city.

"If we draw a comparison between the manner in which that trade was carried on, and the mode in which it could now be conducted, while we can not but admire the energy and the enterprise of the merchants of that day, we must admit that those of the present time are enabled to enjoy advantages which the Northwest Company could not have dreamed of.

"Where the light canoe of former times could scarcely float, or where these were obliged to discharge their cargoes and embark them at the extremity of some portage, ships of one thousand tons burden now float, and a ship navigation is now opened from Montreal to half way across the continent; instead of the canoe timidly hugging the shores of the great lakes, the steamer and propeller are now seen mid-lake pursuing their courses, undeterred by wind or wave.

"The course of trade, as conducted in those days, required two years' time to complete an order for goods sent by the trader in the West. The usual time for dispatching such orders was in the autumn, when the canoes were about to return for Montreal. Sometimes these orders did not arrive in time to be forwarded by the fall ships to England, in which case they had to lay over for the spring ships, or rather summer. When the goods arrived in the spring at Montreal, they were then embarked in canoes, and reached Lake Nippising *via* the Ottawa

River; from Lake Nippising they reached Lake Huron by the French River, thence along Lake Huron to the Ste Marie River to Lake Superior; and coasting Lake Superior they reached the Kaministequoi, up the Kaministequoi to Lac la Pluie, down Lac la Pluie and the La Pluie River to the Lake of the Woods, along the Lake of the Woods to the Winnipeg, thence to Lake Winnipeg, around Lake Winnipeg to the Saskatchawan River, by it to Great Slave Lake, thence to the plains of Athabasca, and across the Rocky Mountains to the Pacific Ocean, making the distance thus traveled over 4,000 miles, and having to unload and reload their canoes at innumerable portages between Montreal and the place of their destination. In conducting this traffic 500 French *voyageurs* were employed, and in addition to these were the numerous hunters and traders engaged in the service of this Company, in all, perhaps, to the number of 2,000 or more. And these men were all inhabitants of Canada who were thus early engaged in developing the rich productions of their country, and Canada at large was benefited by the trade, for the wealth it brought was freely flung back to circulate through those various industrial pursuits of life which a trade like this had called into action.

"Had the Northwest Company continued in existence, there is no doubt but the country along the great Lakes Huron and Superior would not now be the '*terra incognita*' that it is; the portals leading to the West, such as the Kaministequoi and Pigeon rivers, would not have been closed, as it were, under lock and key, but the *voyageurs* making these the thoroughfare of their traffic would have speedily opened out the country to population and production, other traders or merchants would have followed in their wake, and settlements would have sprung up along the channel down which this vast and important trade was conducted, by Canadian enterprise alone. The waters and the woods that were then enlivened by the stir and bustle of these active and enterprising merchants, and cheered by the lively songs of the happy *voyageur*, are now silent and deserted; for the whole of the trade of that western country is now directed to the shores of Hudson Bay, there to be stowed in Hudson Bay Company's ships for the city of London.

"Some idea may be formed of the magnitude of the trade of the Northwest Company by these facts. In four years from the time of the formation of that Company, the net return of the profits of that year was £50,000, a sum of money which exceeded the original capital invested. In three years afterward, the annual net profits had amounted to £150,000; and each ensuing year these profits were annually increasing, until the contests of the two companies led to open warfare, and this resulted in a union of interests.

"The Hudson Bay Company, however, had in fact been driven from all commercial rivalry, and it was only when they found that neither fraud nor force in Canada, nor courtly favor, nor parliamentary influence in England, could succeed in driving the Northwest Company from their pretended teniture, they offered to compromise their disputes, and proposed to share with the Northwest Company of Montreal their imaginary privileges, in order that all other adventurers to that country should be excluded a participation in the spoils.

"It was thus that the Hudson Bay Company bribed the rivals whom they could not defeat, and the Northwest Company subscribed to the existence of claims or rights which they had heretofore defied and disputed, fortified by the opinions of such men as Lord Brougham, Sir Vickery Gibbs, Sir Arthur Pigot, Mr. Sponkie, Mr. Braidoft, and others.

"Had the Hudson Bay Company dared to test the validity of their charter in a court of law, it would have been proclaimed to the world that every British subject had a right to trade and traffic, unfettered and uncontrolled, throughout that country, for that the Royal Charter under which the Hudson Bay Company claimed exclusive privileges there was illegal, was null and void.

"By changing the route of transport to and from the West, the shorter and better one, *via* the Lakes, became unfrequented, and its very existence almost forgotten, and the now limited companies traded without the apprehension of exciting the rivalry of others.

"Their trade was kept a secret—no one witnessed the passage of imports upward, nor the productions downward from hunting-grounds, claimed by a company irresponsible to any law, or to any country. So secret even now are all the operations of that Company, that the furs taken within ninety miles of Penetanguishene are transported to Lake Superior, thence to Hudson Bay for shipment to London.

"The very productions of our own country are sold here in Toronto, after having been purchased at the Hudson Bay House in London by our merchants.

"The very employés of the Hudson Bay Company, who are engaged in the Orkney Islands at low wages, are taken to Lake Superior *via* Hudson Bay, lest these men should learn that they could engage elsewhere at higher wages, which they would do if taken to Lake Superior *via* the St. Lawrence route. Within these few years past, since the mining interests have awakened attention to Lake Superior, these men frequently leave the employment of the Hudson Bay Company, and such acts are denominated by the Company's agents 'desertion,' and they are often arbitrarily imprisoned.

"With this introduction, which is very far from being such as the merits of the subject require, let me now ask your readers to take the map of North America, trace the lines of that section of British North America styled Canada, containing about 350,000 square miles, then compare it with that which is denominated the Territories of the Hudson Bay Company, this portion will be found to comprise about *four millions* of square miles, and to this must be added very large portions of Canada which for years past have been subjected to the despotic control and blighting influences of this monstrous monopoly.

"Two hundred stockholders in London, without a single bond or tie of any nature to the true interests of Canada, claim to hold four millions of square miles in British America as their hunting-grounds. Of these four millions of square miles, one million four hundred thousand abound in all those materials which can contribute to agricultural and to natural wealth. Before, however, entering upon the subject of the capabilities and advantages which those sections of our country for agricultural, mechanical, and mercantile pursuits possess, I propose to show what, in fact, is this supposed charter of the Hudson Bay Company HURON."

"HUDSON BAY, or SEA, was discovered by Henry Hudson in 1610. It is about 900 miles in length, by 600 at its greatest breadth, with a surrounding coast of 3,000 miles. It lies between the parallels of 51° and 65° north latitude, and in extent is about six times as large as Lake Superior. The coasts are generally high, rocky, rugged, and sometimes precipitous. The bay is navigable for a few months in summer, but for the greater part of the remainder of the year is filled up with fields of ice. The transitions of the thermometer in summer are from 100° to 40° in two days, and the torrents of rain are surprising; the range of the thermometer throughout the year is 140°. The sea is entered by Hudson Strait, on the northeast, which is about 500 miles long, with a varying breadth, and with an intricate navigation obstructed by several islands. The principal bays and inlets in this great inland sea are, James' Bay, on the southeast, which is 240 miles long by 140 wide; Button's Bay and Port Nelson on the western coast, and Chesterfield Inlet on the northwest, which, after stretching far into the interior, terminates in a fresh-water lake."—*Hudson Bay Territories*, by R. M. MARTIN, Esq.

Ste Ignace Island is a large and bold extent of land lying on the north shore of Lake Superior, forming, with other islands, the outward barrier to Neepigon Bay. Here may be seen mountains rising from 1,000 to 1,300 feet above the lake. Copper and other minerals abound in this region.

The Slate Islands, lying east of Ste Ignace, are also large bodies of land, lying some 10 or 12 miles south of the main shore, which is bold and procipitous, and supposed to abound with copper ore and other minerals.

Pic Island and River lie still farther east. At the mouth of the river is situated a post of the Hudson Bay Company. This is a large stream, affording six feet of water over the bar at its mouth.

Michipicoten Island is a large and bold body of land; in some places the surface rises 800 feet above the waters of the lake. The shores abound with greenstone and amygdaloid, while in the interior is found copper and silver ores. Here was located the Lake Superior Silver Mining Company of Canada.

Michipicoten Harbor and River is another favorable and important locality. The river is navigable to the falls, 15 miles. It rises near the source of Moose River, which empties into James' Bay.

In this vicinity are found iron and copper ore of good quality. At the mouth of the river is situated a post of the Hudson Bay Company, from whence the Portage road extends northward about 300 miles to James' Bay, on the south end of Hudson Bay.

This road has been traveled in six days from Lake Superior to Moose Fort, situated on James' Bay, although the usual time is from eight to ten days. A chain of forts or trading-houses is passed along this line, situated for the most part on Moose River, emptying into the head of James' Bay, near 52° N. lat. The time, no doubt, will soon arrive, when the Canadian public will claim this route for the purpose of trade and commerce, it forming a most direct communication between the Arctic Ocean, Hudson Bay, Lake Superior, and the lower lakes.

Montreal Island and River is another locality south of Michipicoten, which abounds in minerals of different kinds.

Caribou is a small island lying about 30 miles south of Michipicoten, near the middle of the lake. It is usually passed in sight when the steamers return along the north shore on pleasure excursions

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In order to give an idea of these magnificent excursions, we copy the following advertisement which appeared in a Cleveland paper in August, 1856:

Two Grand Pleasure Excursions around Lake Superior.

The new, staunch, upper-cabin and low-pressure steamer Planet, Capt. Joseph Nicholson, will make two pleasure excursions to Lake Superior, as follows:

First.—Leave Cleveland on Monday, August 18th, and Detroit on Tuesday, August 19th. Second.—Leave Cleveland on Thursday, August 28th, and Detroit on Friday, August 29th; touching at Mackinac, passing through the Saut Ste Marie Canal, and also pass in view the Pictured Rocks and Grand Island by daylight; visit Marquette (the iron region), Copper Harbor, Eagle Harbor, Eagle River, Ontonagon (the copper region), La Pointe (the fairy region)—thence passing over to Pigeon Bay, Prince's Bay, Pie Island, and Isle Royale, on the north shore, and returning by the south shore. A fine view of the Michipicoten and Caribou islands is also obtained.

The *Planet* is new, 1,200 tons burden, low-pressure engine of 1,000 horse-power; has an upper cabin 210 feet long, and splendid accommodations for 300 passengers, but on these trips, that they may be in fact, as well as in name, Pleasure Excursions, the number will be limited to 175.

A good band of music will be in attendance to enliven the scene, and no expense will be spared to make these excursions the most agreeable that have been made to Lake Superior.

The price of tickets for the excursion round will be Forty Dollars from Cleveland, and Thirty-six Dollars from Detroit. Those wishing to remain over one trip can do so, and return the second trip of the *Planet*, without extra charge.

E. B. Ward, Detroit.

NORTHERN SHORE OF LAKE SUPERIOR.

EXTRACT from Report on the Geology of the Lake Superior Country, by FOSTER and WHITNEY:

NORTHERN SHORE.—"Beginning at Pigeon Bay, the boundary between the United States and the British Possessions (north latitude 48°), we find the eastern portion of the peninsula abounds with bold, rocky cliffs, consisting of trap and red granite.

"The Falls of Pigeon River, eighty or ninety feet in height, are occasioned by a trap dyke which cuts through a series of slate rocks highly indurated, and very similar in mineralogical characters to the old graywacke group. Trap dykes and interlaminated masses of traps were observed in the slate near the falls.

"The base of nearly all the ridges and cliffs between Pigeon River and Fort William (situated at the mouth of Kaministequoi River, the western boundary of Upper Canada) is made up of these slates, and the overlaying trap. Some of the low islands exhibit only the gray grits and slates. Welcome Islands, in Thunder Bay, display no traps, although, in the distance, they resemble igneous products, the joints being more obvious than the planes of stratification, thus giving a rude semi-columnar aspect to the cliffs.

"At Prince's Bay, and also along the chain of islands which lines the coast, including Spar, Victoria, and Pie islands, the slates with the crowning traps are admirably displayed. At the British and North American Company's works the slates are traversed by a heavy vein of calc-spar and amethystine quartz, yielding gray sulphuret and pyritous copper and galena. From the vein where it cuts the overlaying trap on the main shore, considerable silver has been extracted.

"At Thunder Cape, the slates form one of the most picturesque headlands on the whole coast of Lake Superior. They are made up of variously colored beds, such as compose the upper group of Mr. Logan, and repose in a nearly horizontal position. These detrital rocks attain a thickness of nearly a thousand feet, and are crowned with a sheet of trappean rocks, three hundred feet in thickness.

"At L'Anse à la Boutcille (opposite the Slate Islands, on the north shore of Lake Superior) the slates re-appear, with the granite protruding through them, and occupy the coast for fifteen miles; numerous dykes of greenstone, bearing east and west, are seen cutting the rocks vertically. The Slate Islands form a part of this group, and derive their name from their geological structure

"They are next seen, according to Mr. Logan, for about seven miles on each side of the Old Pic River. Near Otterhead a gneissoidal rock forms the coast, which presents a remarkable regular set of strata, in which the constituents of syenite are arranged in thin sheets and in a highly crystalline condition. From this point to the Michipicoten River the slates and granite occupy alternate reaches, along the coast, for the distance of fifty miles. 'With the exception of a few square miles of the upper trap of gargantua, these two rocks appear to hold the coast all the way to the vicinity of Pointe aux Mine, at the extremity of which they separate from the shore, maintaining a nearly straight southeasterly line across the Batchewanung Bay, leaving the trap of Mamainse between them and the lake. Thence they reach the northern part of Goulais Bay, and finally attain the promontory of Gros Cap, where they constitute a moderately bold range of hills, running eastwardly toward Lake Huron.'"*

FISHERIES OF LAKE SUPERIOR.

Good fishing-grounds occur all along the north shore of Lake Superior, affording a bountiful supply of white fish, Mackinac trout, and many other species of the finny tribe. On the south shore there are fisheries at White Fish Point, Grand Island, near the Pictured Rocks, Keweenaw Point, La Pointe, and Apostles' Islands, and at different stations on Isle Royale, where large quantities are taken and exported; but there are no reliable statistics as to the number of men employed or the number of barrels exported. Between the head of Keweenaw Point and the mouth of the Ontonagon River, considerable quantities of fish are taken, for which there is a ready market at the mining stations. In addition to the white fish and Mackinac trout, the siskawit is occasionally taken. Its favorite resort, however, is the deep water in the vicinity of Isle Royale.

Lake Superior Trout-Fishing in Winter.—The Lake Superior *Journal* says:

"Angling through the ice to a depth of thirty fathoms of

* Canadian Report, 1846-7.

water is a novel mode of fishing somewhat peculiar to this peculiar region of the world. It is carrying the war into fish-dom with a vengeance, and is denounced, no doubt, in the communities on the bottom of these northern lakes as a scaly piece of warfare. The large and splendid salmon-trout of these waters have no peace; in the summer they are enticed into the deceitful meshes of the gill-net, and in the winter, when they hide themselves in the deep caverns of the lakes, with fifty fathoms of water above their heads, and a defense of ice two or three feet in thickness on the top of that, they are tempted to destruction by the fatal hook.

"Large numbers of these trout are caught every winter in this way on Lake Superior; the Indian, always skilled in the fishing business, knows exactly where to find them and how to kill them. The whites make excursions out on the lake in pleasant weather to enjoy this sport. There is a favorite resort for both fish and fishermen near Gros Cap, at the entrance of Lake Superior, through the rocky gateway between Gros Cap and Point Iroquois, about 18 miles above the Saut, and many a large trout, at this point, is pulled up from its warm bed at the bottom of the lake, in winter, and made to bite the cold ice in this upper world. To see one of these fine fish, four or five feet in length, and weighing half as much as a man, floundering on the snow and ice, weltering and freezing to death in its own blood, oftentimes moves the heart of the fisherman to expressions of pity.

"The *modus operandi* in this kind of great trout-fishing is novel in the extreme, and could a stranger to the business overlook at a distance a party engaged in the sport, he would certainly think they were mad, or each one making foot-races against time. A hole is made through the ice, smooth and round, and the fisherman drops down his large hook, baited with a small herring, pork, or other meat, and when he ascertains the right depth, he waits—with fisherman's luck—some time for a bite, which in this case is a pull altogether, for the fisherman throws the line over his shoulder, and walks from the hole at the top of his speed till the fish bounds out on the ice. We have known of as many as fifty of these splendid trout caught in this way by a single fisherman in a single day; it is thus a great source of pleasure and a valuable resource of food, especially in Lent, and the most scrupulous anti-pork believers might here 'down pork and up fish' without any offense to conscience."

CHICAGO.

The City of Chicago is advantageously situated on the west side of Lake Michigan, at the mouth of Chicago River, in N. lat. 41° 52′, and W. long. from Greenwich 87° 35′. It is elevated six to eight feet above the lake, which secures it from ordinary floods, and extends westward on both sides of the river, about two miles distant from its entrance into Lake Michigan, the front on the lake being three or four miles from north to south. The harbor has a depth of from twelve to fourteen feet of water, which makes it a commodious and safe haven; and it has been much improved artificially by the construction of piers, which extend on each side of the entrance of the river for some distance into the lake, to prevent the accumulation of sand upon the bar. The light-house is on the south side of the harbor, and shows a fixed light on a tower forty feet above the surface of the lake; there is also a beacon-light on the end of the pier. In a naval and military point of view, this is one of the most important ports on the upper lakes, and should be strongly defended, it being the "*Odessa*" of these inland seas.

The city contains a court-house, the county buildings, Rush Medical College, a commercial college, a marine hospital, a United States land-office, market houses, sixty churches, eight banks, several fire and marine insurance companies, and a number of large hotels; gas-works, and water-works. The manufacturing establishments of Chicago are numerous and extensive, consisting of iron-foundries and machine shops, railroad car manufactory, steam saw, planing, and flouring mills, manufactories of agricultural implements, etc. Numerous steamers and propellers ply between this place and Saut Ste Marie, Lake Superior ports, Collingwood, Detroit, Buffalo, and the various intermediate ports. Estimated population in 1856, 100,000.

The *Illinois and Michigan Canal*, connecting Lake Michigan with Illinois River, which is 60 feet wide at the top, 6 feet deep and 107 miles in length, including five miles of river navigation, terminates here, through which is brought a large amount of produce from the south and southwest; and the numerous railroads radiating from Chicago add to the vast accumulation which is here shipped for the Atlantic sea-board. Chicago being within a short distance of the most extensive coal-fields to be found in Illinois, and the pineries of Michigan and Wisconsin, as well as surrounded by the finest grain region on the face of the globe, makes it the natural outlet for the varied and rich produce of an immense section of fertile country.

RAILROADS DIVERGING FROM CHICAGO.

		Miles.
1.	Chicago and Milwaukee	85
2.	Chicago, St. Paul and Fond du Lac*	360
3.	Fox River Valley and Wisconsin Central*	75
4.	Galena and Chicago Union, (to Dunleith) Beloit Branch, and Beloit and Madison.	188
5.	Chicago, Fulton and Iowa Air Line	136
6.	Chicago, Burlington and Quincy	210
7.	Chicago and Rock Island	182
8.	Chicago, Alton and St. Louis	290
9.	Illinois Central—Chicago Branch†	365
10.	Pittsburgh, Fort Wayne and Chicago*	470
11.	Cincinnati, Peru and Chicago*	87
12.	Michigan Southern and Northern Indiana	247
13.	Michigan Central (and New Albany and Salem)	282
	Total	2,997

* Unfinished railroads.

† At this time the Illinois Central Railroad is the means of connecting Chicago with Cairo and St. Louis on the south, and with Galena and Dunleith on the west, forming a total line of road of 722 miles, as follows

ILLINOIS CENTRAL RAILROAD—AND ITS BRANCHES.

Cairo to Lasalle—Main Line	308 miles.
Lasalle to Dunleith—Galena Branch	147 "
Chicago to Centralia—Chicago Branch	267 "
Total	722 miles.

PROGRESS OF CHICAGO AND THE GREAT WEST.

"TWENTY years ago the city of Chicago, Illinois, was an insignificant town at the southern end of Lake Michigan; now, her granaries, her storehouses, her railroad depots, and her private dwellings are scarcely surpassed by those of any city in the Union for their solidity, enormous dimensions, and their unexampled cost, giving evidence of rapid wealth, caused by her lake commerce and her railroad concentrations.

"The '*Democratic Press*' of that city has just made up its annual statistical statement of the progress of Chicago, and from it we copy the annexed statistics, which the editor says may be relied on. It is headed 'Fifth annual review of the prospects, condition, traffic, etc., of the railroads centering in Chicago, with a general summary of the business of the city for 1856.'

GENERAL SUMMARY.

Total number of miles of railway in the State of Illinois now in operation	2,761
Increase in 1856	351
Increase in the State in five years (over 500 miles per year)	2,666
Total earnings of all the railways centering in Chicago for the year 1856	$17,343,242
Increase of 1856 over 1855	$4,045,041
Population of Chicago in 1850	29,963
" " in 1852	38,783
" " in 1854	74,500
" " in 1855	82,750
" " January 1, 1857 (estimated)	110,000
Total receipts of grain in Chicago for the year 1855, bushels	20,487,953
Total receipts of grain, being the largest primary grain port in the world, for the year 1856 (increase in 1856 over 20 per cent.), bushels	24,674,824
Total shipments of grain from the port of Chicago for the year 1856, bushels	21,583,221
Total amount of corn received in 1856, bushels	11,888,398
Total amount of wheat received in 1856, bushels	9,392,365
Total number of hogs, alive and dressed, received in Chicago for 1855–56	308,539
Total number of shipments, alive and dressed	170,831
Averaging the weight at only 200 pounds, and the price at $5 per hundred, the value of the hogs received would be	$3,585,880
Number of barrels of beef packed in 1856	33,038

Receipts of lumber at the port of Chicago for the year 1856, being the largest lumber market in the world, feet	456,673,169
Receipts of lead for the year 1856, pounds	9,527,506
Now laid up in the port of Chicago, steamers and sail vessels	245
Total number of vessels arriving in Chicago for the year 1856	7,328
Total tonnage of vessels arriving in this port for the year 1856	1,545,379
Amount of imposts received at the Chicago custom-house on foreign goods for the past year	$102,994
Total amount of capital invested in manufactures during the year 1856, showing an increase of $1,464,400 over 1855	$7,759,400
Total number of hands employed, showing an increase over 1855 of 1,838	10,573
Total value of manufactured articles, showing an increase of $4,483,572	$15,515,063
Total amount invested during the year 1856 in improvements, stores, dwellings, hotels, etc., showing an increase over 1855 of $1,973,370	$5,708,624
Total number of passengers carried west by four principal railways leading out of Chicago	639,666
Total number remaining west above those who returned on these four lines	107,653
Total number of passengers moved on all the roads centering in Chicago	3,350,000

"The editor remarks, in conclusion: 'The total movement on the principal railway lines centering at Chicago would be about 3,350,000 passengers.

"The above facts and figures will be regarded with special satisfaction by all our citizens, and by the people of the Northwest generally. They show a healthy, but rapid and most astonishing progress. It may be doubted whether the whole history of the civilized world can furnish a parallel to the vigorous growth and rapid development of the country which has Chicago for its commercial metropolis. When it is remembered that twenty years ago she was not an incorporated city, and less than a quarter of a century since the Indians still had possession of the largest portion of this magnificent country, these facts, stubborn and incontestable though they be, seem more like the dreams of some vagrant imagination than sober matters of reality, which scores of men still among us have themselves seen and realized."

PORTS OF LAKE MICHIGAN LYING ON THE EAST AND SOUTH SHORES.

Michigan City, Ind., situated at the extreme south end of Lake Michigan, is distant 45 miles from Chicago by water, and 228 miles from Detroit by railroad route. The *New Albany and Salem Railroad*, 228 miles in length, terminates at this place, connecting with the Michigan Central Railroad. Several plank roads also terminate here, affording facilities for crossing the extensive prairies lying in the rear. Here are several large storehouses situated at the mouth of Trail Creek, intended for the storage and shipment of wheat and other produce; 15 or 20 stores of different kinds, several hotels, and a branch of the State Bank of Indiana. It was first settled in 1831, with the expectation that it would become a great emporium of trade; but owing to the want of a good harbor, and the rapid increase of Chicago, the expectation of its founders have not been realized. It now contains about 3,000 inhabitants, and is steadily increasing in wealth and numbers.

New Buffalo, Mich., lying 50 miles east Chicago by steamboat route, is situated on the line of the Michigan Central Railroad, 218 miles west of Detroit. Here has been erected a lighthouse and pier, the latter affording a good landing for steamers and lake craft. The settlement contains two or three hundred inhabitants, and several stores and storehouses. It is surrounded by a light, sandy soil, which abounds all along the east and south shores of Lake Michigan.

St. Joseph, Berrien Co., Mich., is advantageously situated on the east shore of Lake Michigan, at the mouth of St. Joseph River, 194 miles west of Detroit. Here is a good harbor, affording about 10 feet of water. The village contains about 1,000 inhabitants, and a number of stores and storehouses. An active trade in lumber, grain, and fruit is carried on at this place, mostly with the Chicago market, it being distant about 70 miles by water. Steamers of a small class run from St.

Joseph to Niles and Constantine, a distance of 120 miles, to which place the St. Joseph River is navigable. Stages also run to Niles and Dowagiac, connecting with trains on the Michigan Central Railroad.

St. Joseph River rises in the southern portion of Michigan and Northern Indiana, and is about 250 miles long. Its general course is nearly westward; is very serpentine, with an equable current, and flowing through a fertile section of country. There are to be found several flourishing villages on its banks. The principal are Constantine, Elkhart, South Bend, Niles, and Berrien.

NILES, situated on St. Joseph River, is 26 miles above its mouth by land, and 191 miles from Detroit by railroad route. This is a flourishing village, containing about 3,000 inhabitants, five churches, three hotels, several large stores and flouring mills; the country around producing large quantities of wheat and other kinds of grain. A small class of steamers run to St. Joseph below and other places above, on the river, affording great facilities to trade in this section of country.

The Ports extending from Grand Haven to Saginaw Bay are fully described in another portion of this work, as well as the bays and rivers falling into Lakes Michigan and Huron.

TRIP FROM CHICAGO TO MACKINAC AND SAUT STE MARIE.

On starting from the steamboat wharf near the mouth of the Chicago River, the Marine Hospital and depôt of the Illinois Central Railroad are passed on the right, while the Lake House and lumber-yards are seen on the left or north side of the stream. The government piers, long wooden structures, afford a good entrance to the harbor; a light-house has been constructed on the outer end of the north pier, to guide vessels to the port.

The basin completed by the Illinois Central Railroad to facilitate commerce is a substantial work, extending southward for near half a mile. It affords ample accommodation for loading and unloading vessels, and transferring the freight to and from the railroad cars.

The number of steamers, propellers, and sailing vessels annually arriving and departing from the harbor of Chicago is very great; the carrying trade being destined to increase in proportionate ratio with the population and wealth pouring into this favored section of the Union.

On reaching the green waters of Lake Michigan, the city of Chicago is seen stretching along the shore for four or five miles, presenting a fine appearance from the deck of the steamer. The entrance to the harbor at the bar is about 200 feet wide. The bar has from ten to twelve feet water, the lake being subject to about two feet rise and fall. The steamers bound for Milwaukee and the northern ports usually run along the west shore of the lake within sight of land, the banks rising from thirty to fifty feet above the water.*

* The thermometer stood at 70° Fahrenheit, Sept. 26, 1854, the day being thick and foggy with little or no wind.

LAKE MICHIGAN is about seventy miles average width, and 340 miles in extent from Michigan City, Ind., on the south, to the Strait of Mackinac on the north; it presents a great expanse of water, now traversed by steamers and other vessels of a large class running to the Saut Ste Marie and Lake Superior; to Collingwood, Can.; to Detroit, Mich.; to Cleveland Ohio; and to Buffalo, N. Y. From Chicago to Buffalo the distance is about 1,000 miles by water; while from Chicago to Superior City, at the head of Lake Superior, or Fond du Lac, the distance is about the same, thus affording two excursions of 1,000 miles each over four of the great lakes or inland seas of America, in steamers of from 1,000 to 2,000 tons burden. During the summer and early autumn months the waters of this lake are comparatively calm, affording safe navigation. But late in the year, and during the winter and early spring months, the navigation of this and the other great lakes is very dangerous.

WAUKEGAN, Lake Co., Ill., 36 miles north of Chicago, is handsomely situated on elevated ground, gradually rising to 50 or 60 feet above the water. Here are two piers, a light-house, several large storehouses, and a neat and thriving town containing about 6,000 inhabitants, six churches, a bank, several well-kept hotels, thirty stores, and two steam-flouring mills.

KENOSHA, Wis., 52 miles from Chicago, is elevated 30 or 40 feet above the lake. Here is a small harbor, a light-house, storehouses, mills, etc. The town has a population of about 5,000 inhabitants, surrounded by a fine back country. Here is a good hotel, a bank, several churches, and a number of stores and manufacturing establishments doing a large amount of business. The *Kenosha and Beloit Railroad*, when finished, will connect at the latter place with a railroad running to Madison, and thence to the Mississippi River.

The City of RACINE, Wis., 62 miles from Chicago and 25 miles south of Milwaukee, is built on an elevation some forty or fifty feet above the surface of the lake. It is a handsome and flourishing place. Here is a light-house, piers, storehouses,

etc., situated near the water, while the city contains some fine public buildings and private residences. The population is about 9,000, and is rapidly increasing. Racine is the second city in the State in commerce and population, and possesses a fine harbor. Here are located the county buildings, fourteen churches, several hotels, and numerous stores of different kinds.

The *Racine and Mississippi Railroad*, extending from this place to Beloit, 68 miles, will be continued to the Mississippi River at Savanna. The Chicago and Milwaukee Railroad also runs through the town.

The City of MILWAUKEE, Wis., 86 miles from Chicago, by railroad and steamboat route, is handsomely situated on rising ground on both sides of the Milwaukee River, at its entrance into Lake Michigan. In front of the city is a bay or indentation of the lake, affording a good harbor, except in strong easterly gales. The harbor is now being improved, and will doubtless be rendered secure at all times of the season. The river affords an extensive water-power, capable of giving motion to machinery of almost any required amount. The city is built upon beautiful slopes, descending toward the river and lake. It has a court-house, city hall, a United States land-office, the University Institute, a college for females, three academies, three orphan asylums, thirty churches, several well-kept hotels, extensive ranges of stores, and several large manufacturing establishments. The city is lighted with gas, and well supplied with good water. Its exports of lumber, agricultural produce, etc., are immense, giving profitable employment to a large number of steamers and other lake craft, running to different ports on the upper lakes, Detroit, Buffalo, etc. The growth of this city has been astonishing; twenty years since its site was a wilderness; now it contains over 30,000 inhabitants, and of a class inferior to no section of the Union for intelligence, sobriety, and industry.

The future of Milwaukee it is hard to predict; here are centering numerous railroads finished and in course of construction, extending south to Chicago, west to the Mississippi River,

and north to Lake Superior, which in connection with the Detroit and Milwaukee Railroad, terminating at Grand Haven, 80 miles distant by water, and the lines of steamers running to this port, will altogether give an impetus to this favored city, blessed with a good climate and soil, which the future alone can reveal.

During the past year an unusual number of fine buildings have been erected, and the commerce of the port has amounted to $60,000,000. The bay of Milwaukee offers the best advantages for the construction of a harbor of refuge of any point on Lake Michigan. The city has expended over $100,000 in the construction of a harbor; this needs extension and completion, which will no doubt be effected.

PORT WASHINGTON, Ozaukee Co., Wis., 25 miles north of Milwaukee, is a flourishing place, and capital of the county. The village contains besides the public buildings, several churches and hotels, twelve stores, three mills, an iron foundry, two breweries and other manufactories. The population is about 2,500. Here is a good steamboat landing, from which large quantities of produce are annually shipped to Chicago and other lake ports.

The unfortunate steamer Niagara, while on her passage from Collingwood to Chicago, was destroyed by fire off Port Washington in September, 1856, whereby sixty lives were lost

SHEBOYGAN, Wis., 50 miles north of Milwaukee and 130 miles from Chicago, is a thriving place, containing about 5,000 inhabitants. Here are seven churches, several public houses and stores, together with a light-house and piers; the harbor being improved by government works. Large quantities of lumber and agricultural products are shipped from this port. The country in the interior is fast settling with agriculturists, the soil and climate being good.* A railroad is about being constructed from this place to FOND DU LAC, 42 miles west, lying

* September 27, 1854, the thermometer stood at 60° Fahr., with a light wind from the north.

at the head of Lake Winnebago; also, another railroad to extend to Milwaukee on the south and Green Bay on the northwest.

Manitouwoc, Wis., 70 miles north of Milwaukee and 33 miles east from Green Bay, is an important shipping port. It contains about 2,500 inhabitants; five churches, several public houses, twelve stores, besides several storehouses; three steam saw-mills, two ship-yards, light-house, and pier. Large quantities of lumber are annually shipped from this port. The harbor is being improved so as to afford a refuge for vessels during stormy weather.

The west bank of Lake Michigan is here elevated about 60 or 80 feet, presenting a rough appearance in many places, with sundry bluffs rising from the water's edge to the level of the country, above which it is clothed with heavy timber of different kinds.

"Manitouwoc is the most northern of the harbors of Lake Michigan improved by the United States government. It derives additional importance from the fact that, when completed, it will afford the first point of refuge from storms for shipping bound from any of the other great lakes to this or to the most southern ports of Lake Michigan."

Two Rivers, Wis., eight miles north from Manitouwoc, is a new and thriving place at the entrance of the conjoined streams (from which the place takes its name) into Lake Michigan. Two piers are here erected, one on each side of the river; also a ship-yard and three steam saw-mills. The village contains about 2,000 inhabitants. This section of country, extending back to Green Bay, abounds in good timber, which is prepared and shipped to Chicago and other ports. Fish are taken in large quantities, and sent to different markets.

Kewaunee, Wis., 25 miles north of Two Rivers and 102 miles from Milwaukee, is a small shipping town, where are situated several saw-mills and lumber establishments. Green Bay is situated about 25 miles due west from this place.

From Manitouwoc and Two Rivers, in a northerly direction, the country is still, for the most part, a wild wilderness, in-

habited sparsely by Indians of different tribes. The following is an extract from the Manitouwoc *Tribune* of March, 1857:

ROMANCE OF THE FOREST.

"Some months since we gave the particulars of a horrible occurrence which happened in our immediate neighborhood, rivaling in interest the thrilling story of the eagle's victim, on the mountain of Switzerland No traces of the child which the bear carried off in such a daring manner have as yet been found; but the excitement which such an incident awakens is gradually dying away, and is now replaced by that of one of more recent date, scarcely less thrilling in its detail.

"Last week a Mr Woodward, living near Sandy Bay, had some difficulty with an Indian. The next day his little girl, three years of age, was standing near the house, when an Indian sprang out of the thickets, and clasped her in his arms, and bounded away through the underbrush. Pursuit was commenced immediately, but up to Saturday without success, though information had been received which, it was hoped, would lead to the recovery of the child—an Indian and a squaw having been seen the day after the abduction carrying a child which was closely wrapped in a blanket, and was crying bitterly."

On leaving Two Rivers, the steamers usually run for the Manitou Islands, Mich., a distance of about 100 miles. Soon after the last vestige of land sinks below the horizon on the west shore, the vision catches the dim outline of coast on the east or Michigan shore at Point aux Betsie, which is about 30 miles south of the Great Manitou Island. From this point, passing northward by *Sleeping Bear Point*, a singular shaped headland looms up to the view. It is said to resemble a sleeping bear. The east shore of Lake Michigan presents a succession of high sand-banks for many miles, while inland are numerous small bays and lakes.

Little, or South Manitou Island, 250 miles from Chicago and 100 miles from Mackinac, lies on the Michigan side of the lake, and is the first island encountered on proceeding northward from Chicago. It rises abruptly on the west shore 2 or 300 feet from the water's edge, sloping toward the east shore, on which is a light-house and a fine harbor. Here steamers stop for wood. The Great or North Manitou is nearly twice

as large as the former island, and contains about 14,000 acres of land. Both islands are settled by a few families, whose principal occupation is fishing and cutting wood for the use of steamers and sailing vessels.

Fox Islands, 50 miles north from South Manitou, consist of three small islands lying near the middle of Lake Michigan, which is here about 60 miles wide. On the west is the entrance to Green Bay, and on the east is the entrance to Grand Traverse Bay, and immediately to the north is the entrance to Little Traverse Bay.

Great and Little Beaver islands, lying about midway between the Manitou Islands and Mackinac, are large and fertile bodies of land, and are at present occupied by Mormons, who have here their most eastern settlement.

Garden and Hog islands are next passed before reaching the Strait of Mackinac, which, opposite Old Fort Mackinac, is about six miles in width. The site of Old Fort Mackinac is on the south main or Michigan shore, directly opposite Point Ste Ignace, on the north main shore. St. Helena Island lies at the entrance of the strait from the south, distant about fifteen miles from Mackinac.

Old Fort Mackinac is an important and interesting location; it was formerly fortified and garrisoned for the protection of the strait and this section of country when inhabited almost exclusively by various tribes of Indians. This place can be easily reached by sail-boat from the island of Mackinac.

Pte la Gros Cap, lying to the west of Old Fort Mackinac, is a picturesque headland well worthy of a visit.

The Strait of Mackinac is from five to twenty miles in width, and extends east and west about thirty miles, embosoming several important islands besides Mackinac Island, the largest being Bois Blanc Island, lying near the head of Lake Huron. Between this island and the main north shore the steamer Garden City was wrecked, May 16, 1854; her upper works were still visible from the deck of the passing steamer in the fall of the same year

Grosse Ile St. Martin and Ile St. Martin lie within the waters of the strait, eight or ten miles north of the island of Mackinac. In the neighborhood of these different islands are the favorite fishing-grounds both of the Indian and the "pale face."

The town and fortress of Mackinac is most beautifully situated on the east shore of the island, and extends for a distance of about one mile along the water's edge, and has a fine harbor protected by a water battery. This important island and fortress is situated in N. lat. 45° 54′, W. lon. 84° 30′ from Greenwich, being seven degrees thirty minutes west from Washington. It is 350 miles north from Chicago, 100 miles south of Saut Ste Marie by the steamboat route, and about 300 miles northwest from Detroit. *Fort Mackinac* stands on elevated ground, about 200 feet above the water, overlooking the picturesque town and harbor below. In the rear, about half a mile distant, stands the ruins of old *Fort Holmes*, situated on the highest point of land, at an elevation of about 350 feet above the water, affording an extensive view.

The town contains two churches, two hotels, ten or twelve stores, 100 dwelling-houses, and about 600 inhabitants. The climate is remarkably healthy and delightful during the summer months, when this favored retreat is usually thronged with visitors from different parts of the Union, while the Indian warriors, their squaws and their children, are seen lingering around this their favorite island and fishing-ground.*

The island of Mackinac, lying in the Strait of Mackinac, is about three miles long and two miles wide. It contains many deeply interesting points of attraction in addition to the village and fortress; the principal natural curiosities are known as the Arch Rock, Sugar Loaf, Lover's Leap, Devil's Kitchen, Robinson's Folly, and other objects of interest well worthy the attention of the tourist. The Mission House and Grove House are the principal hotels.

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* Sept. 28, 1854, the thermometer stood at 50° Fahr. Very pleasant weather with light wind, not having seen a wave break for two days.

ISLAND OF MACKINAC.

The view given represents the Island, approaching from the eastward. "A cliff of limestone, white and weather-beaten, with a narrow alluvial plain skirting its base, is the first thing which commands attention;" but, on nearing the harbor, the village (2), with its many picturesque dwellings, and the fortress (3), perched near the summit of the Island, are gazed at with wonder and delight. The promontory on the left is called the "Lover's Leap" (1), skirted by a pebbly beach, extending to the village. On the right is seen a bold rocky precipice, called "*Robinson's Folly*" (5), while in the same direction is a singular peak of nature called the "*Sugar Loaf.*" Still farther onward, the "*Arched Rock*," and other interesting sights, meet the eye of the explorer, affording pleasure and delight, particularly to the scientific traveler and lover of nature. On the highest ground, elevated about 350 feet above the waters of the Strait, is the signal station (4), situated near the ruins of old *Fort Holmes*.

The settlement of this Island was commenced in 1764. In 1793 it was surrendered to the American government; taken by the British in 1812; but restored by the treaty of Ghent, signed in November, 1814.

ARCHED ROCK.—Mackinac.

The whole island of Mackinac is deeply interesting to the scientific explorer, as well as to the seeker of health and pleasure. The following extract, illustrated by an engraving, is copied from "FOSTER *and* WHITNEY'S *Geological Report*" of that region:

"As particular examples of denuding action on the island, we would mention the 'Arched Rock' and the 'Sugar Loaf.' The former, situated on the eastern shore, is a feature of great interest. The cliffs here attain a height of nearly one hundred feet, while at the base are strewn numerous fragments which have fallen from above. The *Arched Rock* has been excavated in a projecting angle of the limestone cliff, and the top of the span is about ninety feet above the lake-level, surmounted by about ten feet of rock. At the base of a projecting angle, which rises up like a buttress, there is a small opening, through which an explorer may pass to the main arch, where, after clambering over the steep slope of debris and the projecting edges of the strata, he reaches the brow of the cliff.

"The beds forming the summit of the arch are cut off from direct connection with the main rock by a narrow gorge of no great depth. The portion supporting the arch on the north side, and the curve of the arch itself, are comparatively fragile, and can not, for a long period, resist the action of rains and frosts, which, in this latitude, and on a rock thus constituted, produce great ravages every season. The arch, which on one side now connects this abutment with the main cliff, will soon be destroyed, as well as the abutment itself, and the whole be precipitated into the lake.

"It is evident that the denuding action, producing such an opening, with other attendant phenomena, could only have operated while near the level of a large body of water, like the great lake itself; and we find a striking similarity between the denuding action of the water here in time past, and the same action as now manifested in the range of the *Pictured Rocks* on the shores of Lake Superior. As an interesting point in the scenery of this island, the Arched Rock attracts much attention, and in every respect is worthy of examination." *(See Engraving.)*

Other picturesque objects of great interest, besides those enumerated above, occur at every turn on roving about this enchanting island, where the pure, bracing air and clear waters afford a pleasurable sensation, difficult to be described, unless visited and enjoyed.

ROUND ISLAND is a small body of land lying a short distance southeast of Mackinac, while BOIS BLANC ISLAND is a large body of land lying still farther in the distance, at the head of Lake Huron, here about 30 miles wide, which width it averages for about 50 miles, when it widens to 100 miles and upward.

POINT DE TOUR, 40 miles east from Mackinac, is the site of a light-house and settlement, at the entrance of St. Mary's River, which is here about half a mile in width; this passage is also called the West Channel. At a distance of about two miles above the Point is a new settlement, where has been erected a steamboat pier, a hotel, and several dwellings.

DRUMMOND ISLAND, a large and important body of land belonging to the United States, is passed on the right, where is to be seen the ruins of an old fort erected by the British. On the left is the mainland of Northern Michigan. Ascending St. Mary's River next is passed ROUND or PIPE ISLAND, and other smaller islands on the right, most of them belonging to the United States.

On Drummond Island is said to exist a fine and valuable quality of stone, as will be seen by the following extract:

"A correspondent of the New Haven *Journal* denies the accuracy of the assertion that the deposit of lithographic stone lately found in Kentucky is the first discovery of that species of stone in the United States. The writer says that he obtained a specimen of the same kind of stone in 1825 at Drummond Island, at the entrance of the strait between Lakes Huron and Superior, where the supply was apparently inexhaustible. The stone was carried to Boston and tested by a lithographer, who said it was equal, if not superior, to the German stone. At that time, however, Drummond Island was far less accessible than Germany, and the discovery was, therefore, of no practical value."

ST. JOSEPH ISLAND, 10 miles above Point de Tour, is a large and fertile island belonging to Canada, which is more fully described on page 43. It is about 20 miles long from east to west, and about 15 miles broad, covered in part with a heavy growth of forest trees. Here is seen the ruins of an old fort

erected by the British on a point of land commanding the channel of the river.

Carltonville is a small settlement on the Michigan side of the river, 12 miles above the De Tour. Here is a steam sawmill and a few dwelling-houses.

Lime Island is a small body of land belonging to the United States, lying in the main channel of the river, about 12 miles from its mouth. The channel here forms the boundary between the United States and Canada.

Mud Lake, as it is called, owing to its waters being easily riled, is an expansion of the river about five miles wide and ten miles long, but not accurately delineated on any of the modern maps, which appear to be very deficient in regard to St. Mary's River and its many islands—presenting at several points most beautiful river scenery In the St. Mary's River there are about 50 islands belonging to the United States, besides several attached to Canada.

Nebish Island and *Sailor's Encampment*, situated about half way from the Point to the Saut, are passed on the left while sailing through the main channel.

Sugar Island, a large body of fertile land belonging to the United States, is reached about 30 miles above Point de Tour, situated near the head of St. Joseph Island. On the right is passed the *British* or *North Channel*, connecting on the east with Georgian Bay. Here are seen two small rocky islands belonging to the British Government, which command both channels of the river.

The *Nebish Rapids* are next passed by the ascending vessel, the stream here running about five knots per hour. The main land of Canada is reached immediately above the rapids, being clothed with a dense growth of forest trees of small size. To the north is a dreary wilderness, extending through to Hudson Bay, as yet almost wholly unexplored and unknown, except to the Indian or Canadian hunter.

Lake George, twenty miles below the Saut is another expansion of the river, being about five miles wide and eight miles

long. Here the channel is only from eight to ten feet in depth for about one mile, forming a great impediment to navigation.

CHURCH'S LANDING, on Sugar Island, twelve miles below the Saut, is a steamboat landing; opposite it is SQUIRREL ISLAND, belonging to the Canadians. This is a convenient landing, where is situated a store and dwelling. The industrious occupants are noted for the making of *raspberry jam*, which is sold in large quantities, and shipped to Eastern and Southern markets.

Garden River Settlement is an Indian village ten miles below the Saut, on the Canadian shore. Here is a missionary church and several dwellings, surrounded by grounds poorly cultivated, fishing and hunting being the main employment of the Chippewa Indians who inhabit this section of country. Both sides of the river abound in wild berries of good flavor, which are gathered in large quantities by the Indians, during the summer months.*

Extract from a letter dated SAUT STE MARIE, Sept., 1854:

"The scenery of the St. Mary's River seems to grow more attractive every year. There is a delicious freshness in the countless evergreen islands that dot the river in every direction from the Falls to Lake Huron, and I can imagine of no more tempting retreats from the dusty streets of towns, in summer, than these islands; I believe the time will soon come when neat summer cottages will be scattered along the steamboat route on these charming islands. A summer could be delightfully spent in exploring for new scenery and in fishing and sailing in these waters.

"And Mackinac, what an attractive little piece of *terra firma* is that island—half ancient, half modern! The view from the fort is one of the finest in the world. Perched on the brink of a precipice some two hundred feet above the bay—one takes in at a glance from its walls the harbor, with its numerous boats and the pretty village; and the whole rests on one's vision more like a picture than a reality. Every thing on the island is a curiosity; the roads or streets that wind around the harbor or among the grove-like forests of the island are naturally pebbled and macadamized; the buildings are of every style, from an Indian lodge to a fine English house. The island is covered with charming natural scenery, from the pretty to the grand, and

* Sept. 30, 1854, the thermometer stood at 42° Fahr., at the Saut Ste Marie, in the morning, a fine day for the season, with little or no wind.

one may spend weeks constantly finding new objects of interest and new scenes of beauty. It is unnecessary to particularize—every visitor will find them, and enjoy the sight more than any description.

"The steamers all call there, on their way to and from Chicago, and hundreds of small sail vessels, in the fishing trade, have here their head-quarters. Drawn upon the pebbled beach or gliding about the little bay are bark canoes and the far-famed "Mackinac boats," without number. These last are the perfection of light sail-boats, and I have often been astonished at seeing them far out in the lake beating up against winds that were next to gales. Yesterday the harbor was thronged with sail-boats and vessels of every description, among the rest were the only two iron steamers that the United States have upon all the lakes, the "Michigan" and the "Surveyor," formerly called the "Abert," employed in the coast survey.

"For a wonder, Lake Huron was calm and at rest for its entire length, and the steamer Northerner made a beautiful and quick passage from Mackinac to this place. The weather continues warm and dry, and hundreds are regretting they have so early left the Saut and Mackinac, and we believe you will see crowds of visitors yet. JAY."

A SUNDAY ON LAKE HURON.

During the autumn of 1856 the steamer Illinois arrived at Saut Ste Marie on Saturday evening, on her return from a trip through Lake Superior, having proceeded to La Pointe, situated on one of the "Twelve Apostles," and thence crossed over to the extreme western shore of the lake, near the mouth of Pigeon River, returning along the north or Canada shore to the Saut, with a pleasure party on board.

While the steamer was detained at the wharf, below the mouth of the ship canal, most of the passengers, and many of the citizens of this ancient and romantic village, together with a few Canadians from the opposite shore, amused themselves by music and dancing; while not a few drank deep from the intoxicating bowl. This scene of pleasure was kept up until near midnight, when, one by one, the passengers retired to their rest, and the villagers bade adieu to their new-made and old acquaintances.

The next morning the steamer was coursing her way through the pure and lovely waters of the St. Mary's River, with every appearance of a fine day. After passing Sugar Island, the Nebish Rapids, and the island of St. Joseph, and entering the broad waters of Lake Huron, a most beautiful view was presented to our gaze. In the rear was seen the entrance to the De Tour passage, just passed, and the British island of St. Joseph—on the north lay Drummond Island, attached to the stars and stripes, although bearing a foreign name—while in the far distance southward were seen the romantic island of Mackinac and the main shore of Michigan.

At this time, the hour of breakfast having passed, the Rev. Mr. ——, an Episcopal minister from Ontonagon, Mich., was invited to read the church service and preach a sermon, for the benefit of the passengers on board, among whom were persons of different creeds and nations. Never was a discourse more appropriately selected, or received with more devout attention,

considering the mixed, and mostly strange, persons assembled in the after-cabin.

The lake, when seen, presented a serene and quiet calmness, alone disturbed by the powerful machinery propelling us through the waters at a most rapid rate; while the sentiments and rich melody of the speaker's voice lent a charm to the scene never to be forgot by many then present. Thus should it always be on a Sabbath, while journeying over these magnificent waters, if the weather will permit—blending serious thoughts with the most grand and lovely objects of nature—that produced by the view of land and water, as seen at times on the great lakes of North America.

A bounteous dinner was next served up, affording delight to those blessed with good appetites; while every passenger, male and female, seemed to enjoy the scenery that during the entire day was visible from the deck of the steamer.

Thunder Bay, Saginaw Bay, and Point au Barque were passed in succession—the mainland on the Canada or Michigan shore being, for most of the time, seen in the far distance; while occasionally the smoke of a passing steamer or a sail vessel caught the eye, silently gliding over the broad waters of Lake Huron.

Were it not for the almost criminal carelessness or recklessness of many of the owners and masters of steamers navigating these lakes, whereby hundreds of valuable lives have been lost and millions of property destroyed, no more safe, instructive, or grand excursion could be found on the face of the globe.

STEAMBOAT ROUTE FROM CHICAGO TO MACKINAC AND SAUT STE MARIE.

PASSING THROUGH LAKES MICHIGAN AND HURON.

Ports, etc.	Miles.	Ports, etc.	Miles.
CHICAGO, Ill.	0	SAUT STE MARIE	0
Waukegan	36	Garden River Set.	10
Kenosha, Wis.	52	*Church's Landing*, Sugar Island,	14
Racine	62	Nebish Rapids	25
MILWAUKEE	86	St. Joseph Is., C. W.	26
Port Washington	111	*Point De Tour*	50
Sheboygan	136	*Mackinac*, Is. and town	95
Manitouwoc	156	Old Fort Mackinac	105
Two Rivers	173	Hog and Garden Islands	120
Kewaunee, (25 miles)		Great Beaver Is.	130
South Manitou Is. Mich.	250	Fox Islands	145
North Manitou Is.	260	North Manitou Is.	185
Fox Islands	300	*South Manitou Is.*	195
Great Beaver Is	315	Kewaunee, Wis.	
Hog and Garden Islands	325	*Two Rivers*	272
Old Fort Mackinac	340	*Manitouwoc*	289
Mackinac,* Is. and town	350	*Sheboygan*	309
Point De Tour	395	*Port Washington*	334
St. Joseph Is., C. W.	400	MILWAUKEE	359
Nebish Rapids, Sugar Island, Mich.	420	*Racine*	383
Church's Landing	431	*Kenosha*	393
Garden River Set., C. W.	435	*Waukegan*, Ill.	409
SAUT STE MARIE, Mich.	445	CHICAGO	445

USUAL FARE, $8, including meals.

USUAL TIME, 48 hours.

* The steamers running from Detroit and Collingwood to Green Bay and Chicago all stop at this port.

STEAMBOAT ROUTE FROM SAUT STE MARIE TO DETROIT.

PASSING THROUGH LAKES HURON AND ST. CLA.R.

Ports, etc.	Miles.	Ports, etc.	Miles.
Saut Ste Marie.....	0	Detroit	0
Garden River Set., C. W.	10	Lake St. Clair	7
Church's Landing.....	14	St. Clair Flats	30
Lake George	20	Algonac	40
Nebish Rapids.....	24	Newport	46
St. Joseph Is., C. W.....	25	St. Clair	56
Mud Lake	30	*Port Sarnia*, C. W. / *Port Huron*, Mich. ...	73
Lime Island, Mich.....	43		
Drummond Island.....	48	Fort Gratiot, / Lake Huron, ...	75
Point De Tour, / Lake Huron, ...	50	Point au Barque.....	140
		Saginaw Bay.....	150
Mackinac, (40 miles)...		Thunder Bay Is.....	215
Presque Isle.....	105	Presque Isle, ...	245
Thunder Bay Is.....	135	Mackinac, (70 miles)	
Saginaw Bay	190	*Point De Tour*, / St. Mary's River, ...	300
Point au Barque.....	210		
St. Clair River, / Fort Gratiot, ...	275	Drummond Island	302
		St. Joseph Island, C. W.	310
Port Huron, Mich. / *Port Sarnia*, C. W. ..	277	Lime Island.....	312
		Mud Lake	320
St. Clair, Mich.....	294	Sugar Island	325
Newport	304	Lake George	330
Algonac	310	*Church's Landing*.....	336
St. Clair Lake.....	313	Garden River Set., C. W.	340
Detroit River.....	343	Saut Ste Marie.....	350
Detroit	350		

Fare, $7, including meals. Usual Time, 30 hours.

TRIP FROM DETROIT TO MACKINAC AND SAUT STE MARIE, PASSING THROUGH LAKE HURON.

During the season of navigation, steamers of a large class, with good accommodations for passengers, leave Detroit almost daily for Mackinac, for Green Bay, for Chicago, situated on Lake Michigan, or for the Saut Ste Marie; from thence passing through the ship canal into Lake Superior, forming delightful excursions during the summer and the early autumn months.

On leaving Detroit the steamers run in a northerly direction, passing *Belle*, or *Hog Island*, two miles distant, which is about three miles long and one mile broad, presenting a handsome appearance. The Canadian shore on the right is studded with dwellings and well-cultivated farms.

Peche Island is a small body of land attached to Canada, lying at the mouth of Detroit River, opposite which, on the Michigan shore, is *Wind Mill Point* and light-house.

Lake St. Clair commences seven miles above Detroit; it may be said to be 20 miles long and 25 miles wide, measuring its length from the outlet of St. Clair River to the head of Detroit River. Compared with the other lakes it is very shallow, having a depth of only from 8 to 24 feet, as indicated by Bayfield's chart. It receives the waters of the Upper Lakes from the St. Clair Strait by several channels forming islands, and discharges them into the Detroit River or Strait. In the upper portion of the lake are several extensive islands, the largest of which is *Walpole Island;* it belongs to Canada, and is inhabited mostly by Indians. All the islands to the west of Walpole Island belong to Michigan. The Walpole, or "Old Ship Channel," forms the boundary between the United States and Canada. The main channel, now used by the larger class of vessels, is called the "North Channel." Here are passed the "St. Clair Flats," a great impediment to navigation, for the removal

of which Congress will no doubt make ample appropriation sooner or later. The northeastern channel, separating Walpole Island from the main Canada shore, is called "*Chenail Ecarte.*" Besides the waters passing through the Strait of St. Clair, Lake St. Clair receives the river Thames from the Canada side, which is navigable to Chatham, some 24 miles; also the waters of Clinton River from the west or American side, the latter being navigable to Mt. Clemens, Michigan. Several other streams flow into the lake from Canada, the principal of which is the River Sydenham. Much of the land bordering on the lake is low and marshy, as well as the islands; and in places there are large plains which are used for grazing cattle.

Ashley, or New Baltimore, situated on the N.W. side of Lake St. Clair, 30 miles from Detroit, is a new and flourishing place, and has a fine section of country in the rear. It contains three steam saw-mills, several other manufactories, and about 1,000 inhabitants. A steamboat runs from this place to Detroit.

Mt. Clemens, Macomb Co., Mich., is situated on Clinton River, six miles above its entrance into Lake St. Clair, and about 30 miles from Detroit by lake and river. A steamer plies daily to and from Detroit during the season of navigation. Mt. Clemens contains the county buildings, several churches, three hotels, and a number of stores and manufacturing establishments, and about 2,500 inhabitants. Detroit is distant by plank-road only 20 miles.

Chatham, C. W., 46 miles from Detroit by railroad route, and about 24 miles above the mouth of the river Thames, which enters into Lake St. Clair, is a port of entry and thriving place of business, where have been built a large number of steamers and sail-vessels.

Algonac, Mich., situated near the foot of St. Clair River, 40 miles from Detroit, contains a church, two or three saw-mills, and about 600 inhabitants

Newport, Mich., seven miles farther north, is noted for steamboat building, there being extensive ship-yards, where are annually employed a large number of workmen. Here are fou.

steam saw-mills, machine shops, etc. Population about 800. Belle River here enters the St. Clair from the west.

St. Clair Strait connects Lake Huron with Lake St. Clair, and discharges the surplus waters of Lakes Superior, Michigan, and Huron. It flows in a southerly direction, and enters Lake St. Clair by six channels, the north one of which, on the Michigan side, is the only one at present navigated by large vessels in ascending and descending the river. It receives several tributaries from the west, or Michigan; the principal of which are Black River, Pine River, and Belle River, and several rivers flow into it from the east, or Canadian side. It has several flourishing villages on its banks. It is 48 miles long, from a half to a mile wide, and has an average depth of from 40 to 50 feet, with a current of three miles an hour, and an entire descent of about 15 feet. Its waters are clear and transparent, the navigation easy, and the scenery varied and beautiful—forming, for its entire length, the boundary between the United States and Canada. The banks of the upper portion are high; those of the lower portion are low, and in parts inclined to be marshy. Both banks of the river are generally well settled, and many of the farms are beautifully situated. There are several wharves constructed on the Canada side, for the convenience of supplying the numerous steamboats passing and repassing with wood. There is also a settlement of the Chippewa Indians in the township of Sarnia, Canada; the Indians reside in small log or bark houses of their own erection.

St. Clair, Mich., is pleasantly situated on the west side of St. Clair Strait, 56 miles from Detroit and 14 miles from Lake Huron. This is a thriving place, with many fine buildings, and is a great lumber depôt. It contains the county buildings for St. Clair Co., several churches and hotels, one flouring mill, and five steam saw-mills, besides other manufacturing establishments, and about 3,000 inhabitants. St. Clair has an active business in the construction of steamers and other lake craft. The site of old *Fort St. Clair*, now in ruins, is on the border of the village

Southerland, C. W., is a small village on the Canada shore, opposite St. Clair. It was laid out in 1833 by a Scotch gentleman of the same name, who here erected an Episcopal church, and made other valuable improvements.

Moore, C. W., is a small village ten miles below Port Sarnia

Fromefield, or Talfourd's, C. W., is another small village, handsomely situated four and a half miles below Port Sarnia Here is an Episcopal church, a wind-mill, and a cluster of dwellings.

Port Sarnia, C. W., 68 miles from Detroit, is an important place and port of entry, handsomely situated on the east bank of the river St. Clair, opposite Port Huron on the American shore, and near the foot of Lake Huron. It now contains about 2,500 inhabitants, and is the proposed terminus of the *Grand Trunk Railway* of Canada, which will afford a speedy communication with Hamilton, Toronto, Kingston, Montreal, and Quebec. Steamers run from Port Sarnia to Goderich, and different places on the Upper Lakes, and to Detroit, etc.

Port Huron, St. Clair Co., Mich., is very advantageously situated on the west bank of the river St. Clair, at the mouth of Black River, two miles below Lake Huron and 68 miles from Detroit by water. It contains several churches, two or three public houses, fifteen stores, one steam flouring-mill, four steam saw-mills, and several other manufacturing establishments. Population about 3,000. It is an important depôt for lumber, fish, etc. A railroad is to be constructed from Port Huron to Corunna and Grand Rapids, connecting with the Detroit and Milwaukee Railroad; another railroad will extend to Detroit, thus forming a direct route from Lake Huron to Lake Michigan, and to Toledo, Cincinnati, etc. During the season of navigation there is daily intercourse by steamboat with Detroit.

Fort Gratoit, two miles above Port Huron, is situated at the foot of Lake Huron, at the commencement of the St. Clair Strait. It was built in 1814, at the close of the war with Great Britain, and consists of a stockade, including a magazine, barracks, and other accommodations for a garrison of one bat-

talion. It fully commands the entrance to Lake Huron, from the American shore, and is an interesting landmark to the mariner.

POINT EDWARD, on the opposite Canadian shore, is a military reserve, where is usually stationed a small British force. It also commands the entrance to Lake Huron. In the vicinity is an excellent fishery, where upward of 1,000 barrels of fish are annually taken and exported.

During the season of navigation, steamers run daily from Detroit to Port Sarnia, Goderich, Saugeen, and other ports in Canada West.

BAYFIELD, 108 miles from Detroit, is a new and flourishing place, situated at the mouth of a river of the same name.

GODERICH, 120 miles north of Detroit, is situated on elevated ground at the mouth of Maitland River, where is a good harbor. This is a very important and growing place, where will terminate the *Buffalo and Huron Railroad*, 160 miles in length. *(See page* 000.*)*

KINCARDINE, thirty miles from Goderich, is another port on the Canadian side of Lake Huron, where the British steamers land and receive passengers on their trips to Saugeen.

SAUGEEN, C. W., is situated at the mouth of a river of the same name, where is a good harbor for steamers and lake craft. This is the most northern port to which steamers now run on the Canada side of Lake Huron, and will no doubt, ere long, be reached by railroad.

LAKE HURON, off the mouth of Saginaw Bay, presents a wide expanse of waters, attaining its greatest width after passing Point au Barque; the steamer usually takes a northerly direction for many miles, when running toward the Strait of Mackinac. On the east lies the Canada shore and Georgian Bay.

FORRESTVILLE, Mich., 120 miles north of Detroit, situated on the west side of Lake Huron, is a new settlement, where is erected an extensive steam saw-mill. It has some three or four hundred inhabitants, mostly engaged in the lumber trade. A steamer runs from Detroit to this landing, which is distant 47 miles from Port Huron.

Saginaw Bay is a very large body of water, it being about 30 miles wide and 60 miles long, penetrating far into the lower peninsula of Michigan. There are several islands near the center of the bay and along its eastern shore; while different kinds of fish are taken from its waters in large quantities. *Saginaw River*, flowing into the head of the bay, is a large and navigable stream, draining a rich section of country.

Lower Saginaw, near the mouth of the river, is a flourishing settlement, from whence a large amount of lumber is annually exported.

Saginaw City, Saginaw Co., Mich., is handsomely situated on the left bank of the river, 23 miles above its mouth. It contains a court-house and jail, several churches, two hotels, 15 stores, two warehouses, and six steam saw-mills. Population about 4,000. There is a fine section of country in the rear of Saginaw, much of which is heavily timbered; the soil produces grain in abundance, while the streams afford means of easy transportation to market. Steamers run daily from Saginaw City to Detroit, during the season of navigation.

East Saginaw, situated on the right bank of the river, about one mile below Saginaw City, is a new and flourishing place, also largely engaged in the lumber trade, where are located several extensive steam saw-mills and other manufacturing establishments.

The other important points passed on a trip from Detroit to Mackinac or the Saut Ste Marie are Thunder Bay Island and light, and Presque Isle, on the Michigan shore; while the Great Manitoulin Island, Great Duck Island, and Cockburn Island are on the Canada side.

If the steamer is bound for Mackinac, a westerly course is pursued after passing Presque Isle light until Bois Blanc Island is reached and passed, the steamer then gliding through the Strait of Mackinac, where the water-surface narrows to the width of about 20 miles.

BAYS AND RIVERS—SOIL, CLIMATE, ETC., OF THE LOWER PENINSULA OF MICHIGAN.

THE *Lower Peninsula of Michigan* is nearly surrounded by the waters of the Great Lakes, and, in this respect, its situation is naturally more favorable for all the purposes of trade and commerce than any other of the Western States.

The numerous streams which penetrate every portion of the peninsula, some of which are navigable for steamboats a considerable distance from the lake, being natural outlets for the products of the interior, render this whole region desirable for purposes of settlement and cultivation. Even as far north as the Strait of Mackinac, the soil and climate, together with the valuable timber, offer great inducements to settlers; and if the proposed railroads, under the recent grant of large portions of these lands by Congress, are constructed from and to the different points indicated, this extensive and heavily timbered region will speedily be reclaimed, and become one of the most substantial and prosperous agricultural portions of the West.

It is well that in the system of compensation, which seems to be a great law of the universe, the vast prairies which comprise so large a portion of this great Western domain are provided so well with corresponding regions of timber, affording the necessary supply of lumber for the demand of the increasing population which is so rapidly pouring into these Western States.

The State of Michigan—all the waters of which flow into the basin of the St. Lawrence—Northern Wisconsin, and Minnesota are the sources from which the States of Ohio, Indiana, Illinois, and Iowa, and a large portion of the prairie country west of the Mississippi, must derive their supply of this important article (lumber).

The quantity of pine lumber manufactured in Michigan alone

is estimated for the past year to amount to nearly one thousand millions of feet. The amount sold in Chicago in 1856 was upward of 450 millions, at an average price of, say $14 per thousand.

This great commodity is to a considerable degree undervalued. The supply in the West is now equal to the demand, but the consumption is so great, and the demand so constantly increasing with the development and settlement of the country, that of necessity, within comparatively a very few years, these vast forests will be exhausted. It is estimated that in ten years a very large proportion of the pine timber, accessible to navigable streams, will be consumed. But as the timber is exhausted the soil is prepared for cultivation, and a large portion of the northern part of the southern peninsula of Michigan will be settled and cultivated, as it is the most reliable wheat-growing portion of the Union.

Natural points for harbors are found at the mouths of nearly all the large streams in the State. Besides the ports and towns already described, there are on *Lake Huron*, after leaving Saginaw Bay going north, several settlements and lumber establishments, fisheries, etc. These are at Sauble River, Black River, and Devil River. At *Thunder Bay* a very flourishing town is being built up, with a superior water-power on the river. This is the county seat of Alpena County. The next important point on the coast is *Cheboygan River*. The U. S. Land Office for this district is located here, at a small town on the bay called *Duncan*. This point is nearly opposite the island of Mackinac.

Passing around the western extremity of the peninsula, at the Waugoshance Light and Island, the next point is Little Traverse Bay. This is the terminus of the Amboy and Traverse Bay Railroad.

About fifteen miles southwesterly from Little Traverse we enter *Grand Traverse Bay*, a large and beautiful arm of the lake, extending about thirty miles inland. This bay is divided into two parts by a point of land from two to four miles wide

extending from the head of the bay about eighteen miles toward the lake. The country around this bay is exceedingly picturesque, and embraces one of the finest agricultural portions of the State

The climate is mild, and fruit and grain of all kinds suitable to a northern latitude are produced, with less liability to injury from frost than in some of the southern portions of the State.

Large quantities of these lands have been located, and several settlements and towns are rapidly growing up. *Grand Traverse City* is located at the head of the west arm of the bay, and is the terminus of the proposed railroad from Grand Rapids, a distance of about 140 miles.

Passing out of the bay and around the point dividing the west arm from the lake, we first arrive at the river *Aux Becs Sceis*. There is here a natural harbor, capable of accommodating the larger class of vessels and steamboats. A small settlement has been commenced at this place, but with its natural advantages, and the capital and enterprise of parties who now contemplate making further improvements, it will soon become a very desirable and convenient point for the accommodation of navigators.

The islands comprising the Beavers, the Manitous, and Fox isles should here be noticed. The *Beavers* lie a little south of west from the entrance to the Strait of Mackinac, the Manitous a little south of these, and the Fox's still farther down the lake. These are all valuable for fishing purposes, and for wood and lumber. Lying in the route of all the steamboat lines from Chicago to Buffalo and the Upper Lakes, the harbors on these islands are stopping-points for the boats, and a profitable trade is conducted in furnishing the necessary supplies of wood, etc.

The settlement of Mormons on the Big Beaver Island has recently been abandoned, and the people have mostly dispersed.

We next arrive at *Manistee*, a small but important settlement at the mouth of the Manistee River. The harbor is a natural

one, but requires some improvement. A large trade is carried on with Chicago in lumber. The river passes through a fine pine district, and is one of the largest in the State.

The next point of importance is the mouth of the *Père Marquette* River. Here is the terminus of the proposed railroad from Flint, in Genesee County, connecting with Detroit by the Detroit and Milwaukee Railway, a distance of about 180 miles.

The harbor is very superior, and the country in the vicinity is well adapted for settlement. About 16 miles in the interior is situated one of the most compact and extensive tracts of pine timber on the western coast.

About forty miles south of this, in the county of Oceana, a small village is located at the mouth of *White River*. The harbor here is also a natural one, and the region is settled to considerable extent by farmers. Lumber is, however, the principal commodity, and the trade is principally with the Chicago market.

The next point is *Muskegon*, at the mouth of the *Muskegon River*. It is supported principally by the large lumber region of the interior. Numerous steam saw-mills are now in active operation here, giving the place an air of life and activity.

The harbor is one of the best on the lake, and is at present accessible for all the vessels trading between Muskegon and Chicago. A small steamboat runs up the Muskegon River about forty miles to *Newaygo*, the capital of Newaygo County. This village is in a beautiful region of farming country, and also in close proximity to the extensive pineries stretching along the valley of the river. One of the largest lumber mills in the State, running 114 saws, is in operation at this place. About seventy millions of feet of lumber are manufactured annually on this river.

Grand Haven, Ottawa Co., Mich., is situated on both sides of Grand River, at its entrance into Lake Michigan, here eighty miles wide; on the opposite side lies Milwaukee, Wis. The different settlements comprising Grand Haven contain about 5,000 inhabitants. Here is a court-house and jail, two churches, six

hotels and taverns, a number of stores; eight large steam saw-mills, pail and tub factories, a foundry and machine shop, and other manufacturing establishments.

Steamers run from Grand Haven to Chicago, to Milwaukee, and also to other ports on Lake Michigan. Steamers also run from Grand Haven to Grand Rapids, about forty miles up the river, bringing down immense quantities of lumber and produce. Above Grand Rapids, where is a fall of twenty-two feet, steamers run to Lyons, about sixty miles distant, where steamboat navigation ceases.

The *Detroit and Milwaukee Railroad*, when finished, will extend from Detroit to Grand Haven, 185 miles, running for most of the distance through a rich section of country. It will form a through line of travel, by means of steamers across the lake to Milwaukee, and through Wisconsin to the Mississippi River and the Far West.

Grand Rapids, situated forty miles above Grand Haven, although in her *teens*, can truly assume the title of a city. With a busy, enterprising population of more than 8,000, and rapidly increasing, possessing a water-power unequaled by any in the State, affording to manufacturers and others tempting inducements; surrounded by a new, fertile, and rapidly improving country, it can not fail shortly to become one of the most prominent cities in the Northwest.

"Extensive and inexhaustible beds of gypsum, a valuable and almost indispensable soil-fertilizer in any country, are found near this place. Building stone of good quality, easily attainable, as well as other desirable building materials, are abundant, and much in requisition, of which fact there is sufficient satisfactory evidence in the noble structures to be seen here, both of stores and dwellings, many of which evince good taste and correct architectural judgment. I was credibly informed that there were mercantile houses, in this *remote* city, doing business to the extent of one to two hundred thousand dollars each, yearly. It is confidently expected that the Detroit and Milwaukee Railroad will be completed and in operation from Detroit to this place during the summer of 1857. This road extends through an exceedingly rich agricultural section; that portion lying between the eastern bound of Shiawassa County and Grand

Rapids may safely be classed as the very best in the whole State, and I will venture the assertion that a very few years only will be required to demonstrate the truth of this, in the large amount of its surplus products seeking a market eastward, through the agency of this railroad."

THE GRAND RIVER PINERIES.—"Up in the northern part of the Grand River valley, and along and beyond the Muskegon River, an immense amount of pine timber is to be found. The mills upon the Muskegon River are, most of them, of later date than those of Grand River, and some of them are the finest in the world. One of the mills upon Grand River is so complete an automatic machine that it draws up and arranges its own logs, feeds them to any required thickness of boards, gigs back and sets itself, carries off and piles up the lumber, registers the number of boards cut—all by the aid of the most simple and beautiful machinery.

"At a low estimate," says the Grand Rapids *Enquirer*, from which we gather these facts, "the value of this trade foots up between five and seven millions of dollars. There is every prospect that these figures will be largely increased in ensuing years, there being thousands of acres of better pine lands than have yet been cut, yet lying untouched, north of these two rivers."

The following table shows, to some extent, the amount of lumber business now done on the Grand and Muskegon rivers and their tributaries:

Number of saw-mills on Grand and Muskegon rivers and their tributaries	115
(These mills run from 1 to 130 saws each.)	
Amount of lumber cut per year—feet	173,000,000
" lath " " "	48,000,000
" staves " " "	3,000,000
" shingles " " "	200,000,000
Number of hands constantly employed in mills	1,150
Number of hands employed in pineries in winter	3,460
Number of hands employed in rafting and loading vessels	660
Average load of vessels, feet	80,000
Annual number of arrivals of vessels carrying lumber from Grand and Muskegon rivers	1,920

DETROIT.

The City of Detroit, a port of entry, and the great commercial mart of the State, is favorably situated in N. lat. 42° 20′, W. long. 82° 58′, on a river or strait of the same name, elevated some 30 or 40 feet above its surface, being seven miles below the outlet of Lake St. Clair and twenty above the mouth of the river, where it enters into Lake Erie. It extends for the distance of upward of a mile upon the southwest bank of the river, where the stream is three fourths of a mile in width. The principal public and private offices and wholesale stores are located on Jefferson and Woodward avenues, which cross each other at right angles, the latter running to the water's edge. There may usually be seen a great number of steamboats, propellers, and sail vessels of a large class, loading or unloading their rich cargoes, destined for Eastern markets or for the *Great West*, giving an animated appearance to this place, which is aptly called the *City of the Straits*. It was incorporated in 1815, being now divided into nine wards, and governed by a mayor, recorder, and board of aldermen. Detroit contains the old State-house, from the dome of which a fine view is obtained of the city and vicinity; the City Hall, Masonic Hall, Firemen's Hall, Mechanics Hall, Odd Fellows Hall, the Young Men's Society Building, two Market Buildings, twenty churches, ten hotels, besides a number of taverns; a United States custom-house and post-office, a theater, a museum, two orphan asylums, four banks, and a savings' fund institute, besides a great number of manufacturing establishments. There are also several extensive ship-yards and machine shops, where are built and repaired vessels of almost every description. The population in 1850 was 21,891; in 1856, 48,000.

Detroit may be regarded as one of the most favored of all the Western cities of the Union. It was first settled by the French explorers as early as 1701, as a military and fur trading port. It changed its garrison and military government in 1760 for a British military commander and troops, enduring under the latter régime a series of Indian sieges, assaults, and petty but vigilant and harassing warfare, conducted against the English garrison by the celebrated Indian warrior Pontiac. Detroit subsequently passed into the possession of the American revolutionists; but on the 16th August, 1812, it was surrendered by Gen. Hull, of the United States army, to Gen. Brock, commander of the British forces. In 1813 it was again surrendered to the Americans.

The railroads finished and in progress of construction in Michigan afford facilities of an immense importance to Detroit, and the State at large. The following lines diverge from Detroit:

1. The *Detroit, Monroe and Toledo Railroad*, 62 miles in length, connecting with the Michigan Southern Railroad at Monroe, and with other roads at Toledo.

2. The *Michigan Central Railroad*, 282 miles in length, extends to Chicago, Ill. This important road, running across the State from east to west, connects at Michigan City, Ind., with the New Albany and Salem Railroad—thus forming a direct line of travel to Louisville, St. Louis, etc., as well as Chicago and the Far West.

3. The *Detroit and Milwaukee Railroad* runs through a rich section of country to Grand Haven, on Lake Michigan, opposite Milwaukee, Wis., and will soon be completed.

4. The *Detroit and Port Huron Railroad* is also under construction, which, when completed, will connect Lake Huron by rail with the valley of the Ohio River.

5. The *Great Western Railway* of Canada has its terminus at Windsor, opposite Detroit, the two places being connected by three steam ferries—thus affording a speedy line of travel through Canada, and thence to Eastern cities of the United States.

The DETROIT RIVER, or *Strait*, is a noble stream, through which flow the surplus waters of the Upper Lakes into Lake Erie. It is 27 miles in length, and from half a mile to two miles in width, forming the boundary between the United States and Canada. It has a perceptible current, and is navigable for vessels of the largest class. Large quantities of fish are annually taken in the river, and the sportsman usually finds an abundance of wild ducks, which breed in great numbers in the marshes bordering some of the islands and harbors of the coast.

There are altogether seventeen islands in the river. The names of these are, *Clay*, *Celeron*, *Hickory*, *Sugar*, *Bois Blanc*, *Ella*, *Fox*, *Rock*, *Grosse Isle*, *Stoney*, *Fighting*, *Turkey*, *Mammy Judy*, *Grassy*, *Mud*, *Belle* or *Hog*, and *Ile la Peche*. The two latter are situated a few miles above Detroit, near the entrance to Lake St. Clair, where large quantities of white-fish are annually taken.

ILE LA PECHE, attached to Canada, was the home of the celebrated Indian chief *Pontiac*. Parkman, in his "History of the Conspiracy of Pontiac," says: "Pontiac, the Satan of this forest-paradise, was accustomed to spend the early part of the summer upon a small island at the opening of Lake St. Clair." Another author says: "The king and lord of all this country lived in no royal state. His cabin was a small, oven-shaped structure of bark and rushes. Here he dwelt with his squaws and children; and here, doubtless, he might often have been seen carelessly reclining his naked form on a rush-mat or a bear-skin, like an ordinary Indian warrior."

The other fifteen islands, most of them small, are situated below Detroit, within the first twelve miles of the river after entering it from Lake Erie, the largest of which is GROSSE ISLE, attached to Michigan, on which are a number of extensive and well-cultivated farms. This island has become a very popular retreat for citizens of Detroit during the heat of summer, there being here located good public houses for the accommodation of visitors.

Father Hennepin, who was passenger on the "Griffin," the first vessel that crossed Lake Erie, in 1679, in his description of the scenery along the route, says: "The islands are the finest in the world; the strait is finer than Niagara; the banks are vast meadows, and the prospect is terminated with some hills covered with vineyards, trees bearing good fruit, groves and forests so well disposed that one would think that Nature alone could not have made, without the help of art, so charming a prospect."

COMPARATIVE PURITY OF DETROIT RIVER WATER.

THE following Table shows the solid matter in a gallon of water, taken from Lakes and Rivers in different cities:

	Grs. solid matter.		Grs. solid matter.
Albany, Hudson River.....	6.320	Hemlock L.	1.330
Troy, Mohawk River	7.880	Rochester, N. Y. { Lake Ont..	4.160
Boston, Cochituate Lake.....	1.850	Genesee R.	11.210
New York, Croton River.....	6.998	Detroit, Detroit River.....	5.722
Brooklyn, L. I. Ponds.....	2.367	Cleveland, Lake Erie.....	5.000
Philadelphia, Schuylkill R...	4.260	Montreal, St. Lawrence R....	5.000
Cincinnati, Ohio River.....	6.736		

Of the Detroit River water, Prof. Douglass, in his report of the analysis, says: "In estimating the value of your city water, as compared with other cities, due allowance must be made for the fact, that the total solid matter is materially increased by the presence of silica, alumina, and iron, elements that can produce little or no injury; while the chlorides, much the most injurious compounds, are entirely absent. The presence of such large quantities of silica and iron is accounted for by the fact, that Lakes Superior and Huron are formed, for the most part, in a basin of ferruginous sandstone and igneous rock."

LAKE AND RIVER FISHERIES.

"The early French explorers of the Upper Lakes, in 1615, make mention of the white fish and trout as being luxurious, and much used for the sustenance of life by the sons of the forest. From the time civilization dawned upon the shores of the lakes, the French settlers supplied themselves with them; and during the war of 1812, they were found of substantial benefit to the soldiers in appeasing their hunger, for the want of other supplies.

"Previous to the completion of the Erie Canal, salt was mostly transported by the St. Lawrence, and thence up the lakes, and obtained only at enormous prices. After the canal was completed, in 1827, it became comparatively cheap, and the fisheries were made profitable. In 1830, emigration to Michigan rapidly commenced, and increased to such a degree in 1834, that the new-comers found it difficult to purchase produce, on account of the scarcity, as nearly every thing consumed was imported from sister States. This caused a great consumption of fish, and gave birth to the extension of river and lake fisheries.

"From this time the business increased, and several grounds were cleared on the St. Clair River, and as the market increased they were extended to the shores of Lake Huron. Several houses in Detroit became extensively engaged in the business, employing vessels exclusively in the trade. The American Fur Company also engaged in it; and, in 1841, two schooners were taken over the falls at the Saut Ste Marie into Lake Superior, for the purpose of fishing on that lake.

"There are a great variety of fish in the lakes besides white fish and trout. Lake Superior abounds with the siskowit, a delicious fish, weighing from three to ten pounds. They are exceedingly fat, and when tryed will yield 25 per cent. of oil Sturgeon weighing upward of 100 pounds have been taken; trout, 60 pounds; maskalonge, 40 pounds; pickerel, 15 pounds; mullet, 10 pounds; bill-fish, six pounds; also cat-fish, herrings, eels, etc. In the vicinity of the Saut Ste Marié, and all the streams emptying into Lake Superior, large quantities of small speckled, or brook-trout, are taken.

"In 1840 there were 35,000 barrels of fish of various kinds packed, and it is estimated that the quantity now annually taken in American waters can not be less than 100,000 barrels, besides what find their way to the Canadian markets. Detroit is the most extensive mart, where large quantities are sold for home consumption; and market is found for them in New York, Pennsylvania, Ohio, Indiana, and other Western States."—See "*Sketches of the City of Detroit*," pub. in 1855.

The White Fish is regarded as the prince of fresh-water fish Henry R. Schoolcraft, in his poem, "THE WHITE FISH," says:

"All friends to good living by tureen and dish,
Concur in exalting this prince of a fish;
So fine in a platter, so tempting a fry,
So rich on a gridiron, so sweet in a pie;
That even before it the salmon must fail,
And that mighty *bonne-bouche*, of the land-beaver's tail.
* * * * *
'Tis a morsel alike for the gourmand or faster,
While, white as a tablet of pure alabaster!
Its beauty or flavor no person can doubt,
When seen in the water or tasted without;
And all the dispute that opinion ere makes
Of this king of lake fishes, this '*deer of the lakes*,'*
Regard not its choiceness to ponder or sup,
But the best mode of dressing and serving it up.
* * * * *
Here too, might a fancy to descant inclined,
Contemplate the love that pertains to the kind,
And bring up the red man, in fanciful strains,
To prove its creation from feminine brains."†

STEAMBOAT ROUTE FROM CLEVELAND TO DETROIT.

Ports, etc.	Miles.	Ports, etc.	Miles.
CLEVELAND, Ohio	0	DETROIT, Mich.	0
Point Pelée Is., and Light	60	*Windsor*, C. W.	1
Bar Point, C. W.	97	Fighting Island	8
Bois Blanc Is. Light, Detroit River,	100	Fish Island	9
Malden, C. W.	101	*Wyandotte*, Mich.	11
Gibraltar, Mich.		Mama Juba Is. and Light	12
Grosse Isle, "	102	Grosse Isle	13
Mama Juba Is. and Light	108	Gibraltar, Mich.	
Wyandotte, Mich.	109	*Malden*, C. W.	19
Fish Island Light	111	Bois Blanc Is. Light, Lake Erie,	20
Fighting Island	112	Bar Point, C. W.	23
Windsor, C. W.	119	Point Pelée Island	60
DETROIT	120	CLEVELAND	120
FARE, $3 00.		USUAL TIME, 7 hours.	

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* A translation of *Ad-dik-keem-maig*, the Indian name for this fish.
† *Vide* "Indian Tales and Legends."

CLEVELAND AND DETROIT STEAMERS—DAILY.

May Queen, 688 tons.....Capt. E. Vesie
Ocean, 900 " ..... " C. C. Blodgett.

STEAMERS RUNNING FROM CLEVELAND AND DETROIT TO DIFFERENT PORTS ON THE UPPER LAKES.

LAKE SUPERIOR LINE, STOPPING AT MACKINAC AND SAUT STE MARIE.

Steamer Illinois, 926 tons.....Capt. Wilson.
" North Star, 1,106 tons..... " B. G. Sweet.
" Planet, 1,154 tons..... " Nicholson.
Propeller Manhattan, 320 tons..... " John Spalding.
" Mineral Rock, 560 " ..... " John Fraser.
" Gen. Taylor, 462 " ..... " R. Rider.

GREEN BAY LINE, STOPPING AT MACKINAC, RUNS BETWEEN BUFFALO, CLEVELAND, DETROIT, AND GREEN BAY.

Steamer Michigan, 642 tons.....Capt. A. Stewart.
" Sultana, 650 " ..... " Mead

DETROIT TO SAGINAW CITY.

Steamer Sam Ward, 433 tons.....Capt. H. Fish

RUNNING FROM DETROIT.

Steamer Ploughboy, 300 tons, Capt. D. Rowan, runs to Port Sarnia and Goderich, C. W.

Steamer Mazeppa, 250 tons, runs to Goderich and Saugeen

DETROIT TO PORT HURON AND FORRESTVILLE.

Steamer Forrester.....Capt. J. Robertson.
" Forest Queen..... " S. D. Woodworth.

Steamer Ariel, 165 tons, runs to New Baltimore, Mich.
" Albion, 132 tons, runs to Mt. Clemens.

STEAMBOAT ROUTES FROM DETROIT TO TOLEDO, SANDUSKY, ETC.

DETROIT AND TOLEDO STEAMBOAT LINE.

ARROW, 373 tons.....Capt. J. W. Keith.
DART, 297 " ..... " S. Dustin.

One of the above steamers runs daily to and from Toledo, stopping at Wyandotte, Trenton, Monroe, and other ports on the Michigan shore. Distance from Detroit to Toledo, by steamboat route, 70 miles.

DETROIT TO SANDUSKY.

The steamer BAY CITY, 479 tons, Capt. J. M. Lundy, runs from Detroit to Sandusky, Ohio, connecting with railroad lines running to Newark, Columbus, Cincinnati, etc.

WYANDOTTE, ten miles below Detroit, is a new and flourishing manufacturing village, where are located the most extensive iron works in Michigan.

TRENTON, six miles farther, is the next steamboat landing.

The City of MONROE, capital of Monroe Co., Mich., is situated on both sides of the river Raisin, three miles above its entrance into Lake Erie, and about 40 miles from Detroit. It is connected with the lake by a ship canal, and is the terminus of the *Michigan Southern Railroad*, which extends west, in connection with the Northern Indiana Railroad, to Chicago, Ill. The town contains about 5,000 inhabitants, a court-house and jail, a United States land-office, eight churches, several public-houses, and a number of large stores of different kinds. Here are two extensive piers, forming an outport at the mouth of the river, where the steamers land and receive passengers; the railroad track running to the landing. A plank-road also runs from the outport to the city, which is an old and interesting locality, being formerly called *Frenchtown*, where a sanguinary battle was fought during the war of 1812. The *Detroit, Monroe and Toledo Railroad*, just completed, passes through

this city; it being about 40 miles to Detroit and 22 miles to Toledo by railroad route. This line of travel will be extended south to Cincinnati. Steamers run from Detroit to Toledo, stopping at Monroe daily during the season of navigation.

The City of SANDUSKY, capital of Erie Co., Ohio, is a port of entry and flourishing place of trade. It is advantageously situated on Sandusky Bay, three miles from Lake Erie, in N. lat. 41° 27′, W. long. 82° 45′. The bay is about 20 miles long, and five or six miles in width, forming a capacious and excellent harbor, into which steamers and vessels of all sizes can enter with safety. The average depth of water is from ten to twelve feet. The city is built on a bed of limestone, producing a good building material. It contains about 10,000 inhabitants, a court-house and jail, eight churches, two banks, several well-kept hotels, and a number of large stores and manufacturing establishments of different kinds. This is the terminus of the Mad River and Lake Erie Railroad, running to Dayton, 153 miles, and the Sandusky, Mansfield and Newark Railroad, 116 miles in length. The Cleveland and Toledo Railroad, northern division, also runs through Sandusky, affording altogether great facilities to travelers, in connection with a line of steamers running to Detroit, Cleveland, and Buffalo

The City of TOLEDO is situated on the Maumee River, four miles from its mouth, and ten miles from the Turtle Island Light, at the outlet of the Maumee Bay into Lake Erie. The harbor is good, and the navigable channel from Toledo to the lake is of sufficient depth for all steamers or sail vessels navigating the lakes, with the exception of a short distance through the bay, which requires deepening from one to two feet. Toledo is the eastern terminus of the *Wabash and Erie Canal*, running through the Maumee and Wabash valleys, and communicating with the Ohio River at Evansville, a distance of 474 miles; also of the *Miami and Erie Canal*, which branches from the above canal 68 miles west of Toledo, and runs southwardly through the Miami Valley in Western Ohio, and communicates with the Ohio River at Cincinnati.

"The railroads diverging from Toledo are the *Michigan Southern and Northern Indiana Railroad*, running through the southern counties of Michigan and the northern counties of Indiana, and making its western terminus at Chicago, Illinois, at a distance of 243 miles; also, the Air Line Railroad, running due west from Toledo, through Northwestern Ohio and the northern counties of Indiana to Goshen, a distance of 110 miles, where it connects with the Northern Indiana Railroad, running to Chicago; also the terminus of the Jackson Branch of the Michigan Southern Road, and the Detroit, Monroe and Toledo Railroad.

"It is also the eastern terminus of the *Toledo, Wabash and Western Railroad*, running in a southwesterly direction through the Maumee and Wabash valleys, crossing the eastern line of the State of Illinois, about 125 miles south of Chicago, and continuing in a southwesterly course through Danville, Springfield, Jacksonville, Naples, etc., in Central Illinois, to the Mississippi River, and connecting with the Hannibal and St. Joseph Road, which stretches nearly due west through the State of Missouri to St. Joseph, on the Missouri River. It also, in connection with other roads, affords a through line of travel to St. Louis. The *Dayton and Michigan Railroad* (to be completed the present year), which connects Toledo with Cincinnati, is much the shortest railroad line connecting Lake Erie with the Ohio River. Besides the above important roads, the *Cleveland and Toledo Railroad* terminates here.

"Toledo is the nearest point for the immense country traversed by these canals and railroads, where a transfer can be made of freight to the more cheap transportation by the lakes, and thence through the Erie Canal, Welland Canal, or Oswego Canal, to the sea-board. It is not merely the country traversed by these canals and railroads that send their products, and receive their merchandise, through Toledo, but many portions of the States of Kentucky, Tennessee, Missouri, and Iowa find Toledo the cheapest and most expeditious lake-port for the interchange and transfer of their products and merchandise."

This city is the capital of Lucas County, Ohio, where is situated a court-house and jail, several fine churches and school edifices, six hotels, and a great number of stores and storehouses, also several extensive manufacturing establishments.

The population of Toledo in 1850 was about 4,000, and now it is supposed to contain 12,000 inhabitants, and is rapidly increasing in wealth and numbers. The shipping interest is increasing, here being transhipped annually an enormous amount

of grain, and other kinds of agricultural product of the great West; it being, no doubt, destined, like Chicago, to export direct to European ports, lying as it does on the direct railroad and steamboat route from St. Louis to Montreal.

At this time there are in process of erection in Toledo many handsome dwellings, numerous handsome blocks of stores, a post-office and custom-house by the general government, and a first-class hotel; these two latter buildings, from the plans we have seen, would do credit to any city, and when completed can be classed among the most elegant structures. No city in the State can boast of finer private residences than Toledo; and the general character of the buildings erected in the past three years is substantial and elegant.

PERRYSBURG, capital of Wood Co., Ohio, is situated on the right bank of the Maumee River, 18 miles above its entrance into Maumee Bay, the southern termination of Lake Erie. It contains a court-house and jail, four churches, 20 stores of different kinds, three steam saw-mills, a tannery, and several other manufacturing establishments. Population about 1,500. Here is the head of steamboat navigation on the Maumee River, affording thus far a sufficient depth of water for steamers of a large class.

MAUMEE CITY, capital of Lucas Co., Ohio, and a port of entry, is situated on the Maumee River, opposite Perrysburg, at the foot of the rapids and at the head of navigation, nine miles above Toledo. A side cut here connects the *Wabash and Erie Canal* with the river The Toledo and Illinois Railroad also passes through this place. It contains a court-house, five churches, 30 stores, four flouring-mills, three saw-mills, one oil-mill, and other manufacturing establishments propelled by water-power, the supply being here almost inexhaustible.

MAUMEE RIVER rises in the northeast part of Indiana, and flowing northeast enters Lake Erie, through *Maumee Bay*. It is about 100 miles long, navigable 18 miles, and furnishing an extensive water-power throughout its course.

TRIP FROM BUFFALO TO DETROIT—DIRECT.

Commodious steamers of about two thousand tons burden leave Buffalo direct for Detroit, daily, Sundays excepted, at ten o'clock P.M., or on the arrival of the Eastern express train of cars, leaving Albany the same morning; also, connects with cars from Niagara Falls, etc.

On leaving the wharf at Buffalo, the steamers usually run direct for Long Point on the Canada, or north shore of Lake Erie, proceeding for most of the distance in British waters, to the mouth of Detroit River.

Long Point, 65 miles from Buffalo, is a long strip of land, nearly 20 miles long and from one to three miles in width, covered for the most part with a stunted growth of forest trees. It was formerly a peninsula, running out from the land in an easterly direction, nearly half way across the lake; but the waters having made a wide breach across its western extremity, has converted it into an island. There is an important light-house on the east end to guide the mariner on his passage through Lake Erie, here about 40 miles wide, and where is found the greatest depth of water. To this Point both shores of the lake can be seen in a clear morning from the deck of the steamer, affording a most grand sight when the sun rises on a cloudless day. Then may usually been seen a fleet of vessels wending their way toward Buffalo or the mouth of the Welland Canal, through which channel annually passes a great number of steam propellers and sail vessels on their way to Lake Ontario and the St. Lawrence River.

Port Colborne, C. W., situated about 20 miles west of Buffalo, lies at the mouth of the Welland Canal, while Port Maitland, some 20 miles farther, is situated at the mouth of Grand River, where is a navigable feeder communicating with the canal, thus affording two entrances to the above canal.

PORT DOVER, about 70 miles west of Buffalo and 40 miles distant from Hamilton by proposed railroad route, is situated on the north shore of Lake Erie, at the mouth of the river Lynn. Here is a good harbor, and the village is a place of growing importance, containing about 1,000 inhabitants.

PORT RYERSE and PORT ROWAN are small villages on the Canada shore, situated on the bay formed by Long Point. Inland there is to be found a rich and fine farming district, consisting of some of the best lands in Canada West.

The *Sand Hills*, immediately west of Long Point, are seen for some distance as the steamer pursues her onward course toward *Point aux Pins*, passing through the widest part of the lake, where both shores are lost sight of for a number of miles. The water usually presents a clear green color in the middle, but near the shore is more or less tinged with muddy water, proceeding from the streams emptying into the lake.

PORT BURWELL, C. W., about 35 miles west of Long Point, is handsomely situated at the mouth of Otter Creek. Here is a light-house and good harbor. A large amount of lumber and other products are annually exported from this place to Eastern markets.

PORT STANLEY, about 25 miles farther west, is handsomely situated at the mouth of Kettle Creek, being in part surrounded by high and picturesque hills in the immediate vicinity. The harbor is well protected, and much frequented by British and American vessels running on Lake Erie. It is nine miles south of St. Thomas and twenty-four from London, the chief town of the county of Middlesex, for which place it may be considered the out-port. A plank-road runs between the two places; also, the *London and Port Stanley Railroad*, connecting with the Great Western Railway of Canada. Steamers run from Port Stanley to Buffalo, Cleveland, and other ports on Lake Erie.

POINT AUX PINS, or ROND' EAU (usually called by the American navigators *Round O*), about 100 miles west of Long Point, is a cape which projects from the Canada shore, inclosing

a natural basin of about 6,000 acres in extent, with a depth of from ten to twelve feet, thus forming an excellent and secure harbor, the entrance to which has been improved by the Canadian government by running out piers, etc. It is proposed to construct a ship canal from this port to the St. Clair River, a distance of about 35 miles, thus avoiding the *St. Clair Flats*. Another Canadian project is to construct a canal from Goderich to Hamilton, C. W., about 120 miles in length.

Point Pelée, lying about 40 miles east of the mouth of Detroit River, projects a number of miles into Lake Erie, and forms, in connection with the island of Point Pelée and other islands in the vicinity, the most picturesque portion of lake scenery to be met with on this inland sea.

Point Pelée Island, belonging to Canada, is about seven miles long and two or three miles in width. It is inhabited by a few settlers. The island is said to abound with red cedar, and possesses a fine limestone quarry. A light-house is situated on the east side.

The steamers bound for Detroit River usually pass to the north side of Point Pelée Island, and run across *Pigeon Bay* toward *Bar Point*, situated at the mouth of Detroit River. Several small islands are passed on the south, called *East Sister*, *Middle Sister*, and *West Sister;* also, in the distance, may be seen the Bass Islands, known as the "North Bass," "Middle Bass," and "South Bass." On the west side of the latter lies the secure harbor of Put-in-Bay, celebrated as the rendezvous of Com. Perry's fleet, before and after the glorious naval victory which he achieved over the British fleet, September 10th, 1813.

Detroit River, forming one of the links between the Upper and Lower Lakes, is next approached, near the mouth of which may be seen a light on the Michigan shore called *Gibraltar Light*, and another light on an island attached to Canada, the steamers usually entering the river through the east or *British Channel* of the river, although vessels often pass through the west or *American Channel*

Amherstburg, C. W., 18 miles below Detroit, is an old and important town. The situation is good; the banks of the river, both above and below the village, but particularly the latter, where the river emerges into Lake Erie, are very beautiful; several handsome residences may here be seen, surrounded by highly cultivated grounds. About a mile below the town is a chalybeate spring, which is said to resemble the waters of Cheltenham, in England. British and American vessels frequently land at Amherstburg, on their trips to and from the Upper Lakes.

Fort Malden, capable of accommodating a regiment of troops, is situated about half a mile above Amherstburg, on the east bank of the river, the channel of which it here commands.

At Brownstown, situated on the opposite side of the river, in Michigan, is the *battle-ground* where the Americans, under disadvantageous circumstances, and with a slight loss, routed the British forces, which lay in ambush, as the former were on their way to relieve the fort at Frenchtown, which event occurred August 5, 1812.

Sandwich, C. W., is beautifully situated on the river, two miles below Detroit, and nine miles below Lake St. Clair. It stands on a gently sloping bank a short distance from the river, which is here about a mile wide. This is one of the oldest settlements in Canada West.

Windsor, C. W., situated in the township of Sandwich, is a village directly opposite Detroit, with which it is connected by three steam ferries. It was laid out in 1834, and is now a place of considerable business, having a population of about 2,000 inhabitants. Here terminates the *Great Western Railway* of Canada, which extends from Niagara Falls or Suspension Bridge, *via* Hamilton and London, to opposite Detroit—thus forming an important link in the great line of railroads, now finished, running from the sea-board at different points to the Mississippi River

STEAMERS RUNNING FROM BUFFALO TO DIFFERENT PORTS ON LAKE ERIE, ETC.—1857.

MICHIGAN CENTRAL RAILROAD LINE

Steamer PLYMOUTH ROCK, 2,000 tons....Capt. P. J. Ralph.
" MISSISSIPPI, 1,830 " .... " S. G. Langley.
" WESTERN WORLD, 2,000 " .... " J. S. Richards.

One of the above splendid steamers leaves the foot of Erie Street, Buffalo, every evening (Sundays excepted) at 9 P.M., direct for Detroit, connecting with trains on the Michigan Central Railroad, running to Chicago, etc.

C. E. NOBLE, *Gen. Agent*, Buffalo

MICHIGAN SOUTHERN RAILROAD LINE

SOUTHERN MICHIGAN, 1,470 tons .... Capt. L. B. Goldsmith.
WESTERN METROPOLIS, 1,830 " .... " I. T. Pheatt.
CITY OF BUFFALO, 2,200 " .... " A D. Perkins.

One of the above new and popular steamers usually leaves the foot of Main Street, Buffalo, daily (Sundays excepted), direct for Toledo, connecting with trains on the Michigan Southern and Northern Indiana railroads, running to Chicago, etc This line also connects with trains of cars running from Toledo to Lafayette, Ind., St. Louis, etc.

C. FORBES, *Gen. Agent*, Buffalo.

CLEVELAND, COLUMBUS AND CINCINNATI RAILROAD LINE.

Steamer CRESCENT CITY.....1,740 tons, Capt. Wm T Pease.
" QUEEN OF THE WEST, 1,850 " " D. H. McBride.

One of the above steamers usually leaves Buffalo at 8 o clock P.M., direct for Cleveland, O., connecting with trains on the Cleveland, Columbus and Cincinnati Railroad.

J. C. HARRISON, *Gen. Agent*, Buffalo.

Steamer CLIFTON, Capt. H. Van Allen, runs from Buffalo to Chippewa, C. W., daily, connecting with the Erie and Ontario Railroad, forming a through line of travel to Niagara Falls, Toronto, etc.

Steamer MOHAWK runs from Buffalo to Port Stanley, etc., connecting with the London and Port Stanley Railroad.

RAILROAD ROUTE FROM NIAGARA FALLS TO HAMILTON AND DETROIT, *via* GREAT WESTERN RAILWAY OF CANADA.

This great International Line, extending from Niagara River to Detroit River, opposite the city of Detroit, a distance of 229 miles, passes through a fine and interesting section of country, equal in many respects to Western New York. It connects with the New York Central and Buffalo and Niagara Falls Railroad, forming a great through route of travel.

Starting from the *Suspension Bridge* at Clifton, two miles below the Falls of Niagara, the passenger train soon reaches the verge of the mountain ridge overlooking the plain below, while in the distance may be seen the broad waters of Lake Ontario, usually studded with sail vessels and propellers on their way to or from the mouth of the Welland Canal.

"Traced like a map, the landscape lies
In cultured beauty stretching wide."

Thorold, nine miles, is situated on the line of the Welland Canal, where is abundant water-power propelling five or six flouring-mills. A railroad extends to Port Dalhousie, some five or six miles distant, connecting with a steamer running to Toronto. This road will be extended to Port Colbourne, on Lake Erie, about twenty miles distant.

St. Catherines, 12 miles from the Suspension Bridge, is a flourishing town, also situated on the line of the Welland Canal, which connects Erie and Ontario. This has become of late a fashionable place of resort during the summer months, caused by the mineral waters of the "*Artesian Wells*" obtaining great celebrity, owing to their curative properties. Here are two or three well-kept hotels for the accommodation of visitors. For further description of this place, see page 238.

Beamsville, twenty-two miles from the Suspension Bridge, is a thriving village, about one mile from the station.

Grimsby, five miles farther, is situated on Forty-mile Creek, the scene of some hard fighting during the war of 1812. It is a

small village of 350 inhabitants; there are two churches, a hotel, and several stores; also, a grist and saw-mills propelled by water-power.

HAMILTON, 43 miles from Suspension Bridge, is the principal station on the line of the Great Western Railway, where are located the principal offices and workshops connected with the company. Here is a commodious depôt and steamboat landing. Carriages and omnibuses are always in readiness to convey passengers to the hotels in the city, which is more fully described on page—

The *Toronto Branch* of the Great Western Railway commences at Hamilton, and extends a distance of thirty-eight miles to the city of Toronto, running near the shore of Lake Ontario.

On leaving Hamilton for Windsor or Detroit, the road passes near the mansion of Sir Allan M'Nab, and over the Des Jardines Canal, entering the head of Burlington Bay.* Here is also a Suspension Bridge in sight, thrown over the stream as it cuts its way through the high bank which encircles the bay or lake. This point presents a beautiful view, both on leaving or arriving at the head-waters of Lake Ontario.

DUNDAS, five miles from Hamilton, is situated on rising ground on the side of the mountain, and is a thriving manufacturing place, having the advantage of a stream which flows, or rather rushes, with great impetuosity through its center, working on its way numerous mills. The *Des Jardines Canal* runs from hence to Burlington Bay, enabling the manufacturers to ship their goods at their own doors. Among the manufactories are flouring-mills, a paper-mill, a foundry, which is an extensive establishment, where machinery of every kind and steam-engines are made to a large extent; an axe factory, a woolen factory; two newspapers, and several places of worship. Population 3,500.

* On Thursday, March 12th, 1857, the most fearful accident on record occurred at this bridge, killing about seventy passengers, men, women, and children, being on their way from Toronto to Hamilton.

HARRISBURG, nineteen miles from Hamilton, is the station of the *Galt Branch* of the Great Western Railway.

PARIS, with the Upper and Lower Town, contains about 3,500 inhabitants; so called from its contiguity to beds of gypsum or plaster of Paris. It possesses a considerable amount of water-power, which works numerous mills. There are two foundries, a tannery, machine-shop, distillery, saw-mill, etc. The *Buffalo and Lake Huron Railway* intersects the Great Western at this point, running to Goderich, on Lake Huron.

WOODSTOCK, 48 miles from Hamilton and 138 from Windsor, is a county town, well situated on rolling ground, and contains about 4,500 inhabitants. It may be called a town of magnificent distances; East and West Woodstock forming a street upward of a mile in length. The vacant spaces, however, are fast being filled up with stately edifices, and it will thus in a short time become one of the handsomest thoroughfares in Canada. In this locality, noted for its handsome country seats —and indeed all the way from Hamilton—the land as seen from the road (the railroad for the most part passes through a new country) is rolling and well cleared of trees and stumps, presenting more the appearance of "merrie England" than any other section of the Province.

INGERSOLL, nine miles farther, formerly an Indian village, now contains about 2,000 inhabitants. A small arm of the Thames runs through it, and furnishes some water-power, by which several mills are worked. Since the opening of the railway it has risen in a surprising manner; and the town, which before then had a very dingy appearance, the houses being of wood and wanting paint, is now gay with white brick, and the streets resound with the hum of an enterprising population.

LONDON, 119 miles from Suspension Bridge and 110 from Windsor, if not, like her English namesake,

> ——— The great resort
> Of all the earth—checkered with all
> Complexions of mankind—

is nevertheless a very stirring business place, and presents another instance of the energy and enterprise of the Canadian. Ten years ago, this then very small village of wooden houses was entirely burned down, and now on its ashes is raised a most flourishing city, containing four banks, several wholesale houses, fifteen churches, many of them handsome structures, and the English Church having a fine peal of bells; life and fire insurance offices, breweries and distilleries. It has three newspapers and several good hotels. Population nearly 18,000. It is well watered by the river Thames, which, however, is only navigable up to Chatham, sixty miles distant.

The *London and Port Stanley Railroad* here joins the Great Western Railway; length twenty-four miles, running south to Lake Erie.

CHATHAM, forty-six miles from Windsor, situated on the river Thames, possesses the great advantage of a navigation, and is therefore a place of considerable business. It contains eight churches; and being the county town of Kent, it has a court-house, a very handsome building, several grist and saw-mills, woolen factory, two foundries, machine shop, etc. Numerous steamers and sail vessels have been built at this place. Steamers ply between Chatham, Detroit, and Amherstburg. Population about 5,000.

WINDSOR, 229 miles from Suspension Bridge, opposite Detroit, prettily situated on the banks of the river, is a place of considerable business, and is rapidly increasing in wealth and population, owing to the advantage it has of being the western terminus of the Great Western Railway. Of course Windsor must have a "Castle," and the hotel of that name will be found excellent. Population, 2,000.

Three steam-ferries ply between Windsor and Detroit, making close connections for the benefit of railroad passengers.

For further information in regard to this route—*See Canada Railway and Steam Navigation Guide.*

BUFFALO TO GODERICH, C. W., *via* BUFFALO AND LAKE HURON RAILWAY.

Office, 37 Exchange Street, Buffalo, N. Y.

THIS important line of travel extends from Buffalo, N. Y., crossing Niagara River by means of a steam ferry at Black Rock to Fort Erie, on the Canada side. It is proposed to construct a permanent railroad bridge of about one mile in length, a short distance above the present ferry. From Fort Erie the line of the railway extends westward within a short distance of Lake Erie for forty miles, to Dunnville, situated at the mouth of Grand River, crossing the Welland Canal.

From Dunnville the road runs along the valley of the river on the north side to Brantford, thirty-eight miles farther, and from thence extends westward to Paris, where it connects with the Great Western Railway of Canada. The line thence runs to Stratford, C. W., where it connects with the Grand Trunk

Railway, a total distance from Buffalo of 116 miles. To this point the road is now completed and in running order, and will be finished through to Goderich, situated on Lake Huron, during the year 1857.

Dunville is advantageously situated on the Grand River, at a point where it is intersected by the feeder of the Welland Canal. It is a place of considerable business, and contains several grist, saw, and plaster mills, and a tannery. Population, about 1,500.

The *Welland Canal* is one of the many works of the same kind of which Canadians may be proud. This Canal affords a passage for propellers, sloops and schooners of 125 tons burden, around the Falls of Niagara, and connects Lake Erie with Lake Ontario. It is 42 miles long, including feeder, 56 feet wide, and from 8½ to 16 feet deep. The whole descent from one lake to the other is 334 feet, which is accomplished by 37 locks.

Brantford, 78 miles from Buffalo and 82 miles from Goderich, is beautifully situated on Grand River, and named after Brant, the renowned chief of the Six Nations Indians, who, with his tribe, steadily supported the British Crown during the American War. "In '*Gertrude of Wyoming*' he is alluded to in disparaging terms:

'The mammoth comes—the fiend, the monster Brant.'

But some years afterward Campbell was obliged to apologize to Brant's son, who happened to visit London; as it appeared, on satisfactory evidence, his father was not even present at the horrible desolation of Wyoming. This much is due to the memory of Brant, who was a brave warrior and a steadfast ally of the British, and always exerted himself to mitigate the horrors of war."

Brantford, until the opening of the Great Western Railway, was a great wheat market, the streets being crowded with hundreds of wagons daily; but that road created other markets, and to this extent the town has suffered. It has, however, other sources of prosperity. There is no place in the Province which commands such extensive water-power, and which is made

available for the working of numerous mills. The iron foundries, machine shops, and potteries are on a large scale, and have caused the place to be regarded as the Birmingham of Canada. It has a goodly number of churches of various denominations, and one of the largest and handsomest hotels in the Province—"The Kirby House." Population about 6,000.

STRATFORD, is a new and thriving town, favorably situated on the line of the *Grand Trunk Railway* of Canada. This section of Canada enjoys a good climate and fertile soil, producing cereal grains in great abundance.

The distance from Stratford to Goderich, by railroad route, is 44 miles, which, when completed, will afford a direct and speedy route from Buffalo to Lake Huron, a total distance of 160 miles.

GODERICH, C. W., is advantageously situated at the mouth of Maitland River, here affording a safe and good harbor for vessels of a large size. The village is beautifully situated on elevated ground, rising about 150 feet above the waters of Lake Huron. The population now amounts to about 4,000, and is rapidly increasing in numbers and wealth. Steamers run from this port to Port Sarnia, Detroit, and Saginaw, and other harbors on the Upper Lakes.

The *Buffalo and Lake Huron Railway Company* is pushing with energy the completion of this road, and the improvement of its passenger and freight capacity. We learn that the board of directors, at a late meeting in London, England, appropriated $1,300,000 for the construction of a steam ferry to run between Fort Erie and Black Rock, which shall be able to transfer six cars at a time from one side of the river to the other; for the construction of slips and docks on both sides to accomodate the steamer; for the construction of a track from Black Rock into the city of Buffalo, and to improve the harbor at Goderich, the terminus of the road on Lake Huron.

TABLE OF DISTANCES

FROM BUFFALO TO TOLEDO.—LAKE ERIE ROUTE.

Ports, etc.	Miles.	Ports, etc.	Miles.
Buffalo, N. Y.	0	Toledo, Ohio	0
Silver Creek, "	34	Maumee Bay	7
Dunkirk, "	42	Turtle Island	10
Portland, "	52	West Sister Island	22
Erie, Pa.	90	South Bass Island	40
Conneaut, Ohio	117	Kelley's Island	45
Ashtabula, "	131	Sandusky, Ohio	50
Painesville, "	156	Cleveland, "	100
Cleveland, "	185	Painesville, "	129
Kelley's Island	240	Ashtabula, "	154
Sandusky "	245	Conneaut, "	168
South Bass Island	245	Erie, Pa.	195
West Sister Island	263	Portland, N. Y.	233
Turtle Island	275	Dunkirk, "	243
Maumee Bay	278	Silver Creek, "	251
Toledo, Ohio	285	Buffalo, "	285

Note.—The direct through route as run by the steamers from Buffalo to Toledo is about 250 miles; the circuit of Lake Erie being about 560 miles.

COMPARATIVE INCREASE OF LAKE CITIES.

	1840.	1850.	1853.	1856.
Buffalo, N. Y.	18,213	42,261	60,000*	85,000
Chicago, Ill.	4,470	28,269	60,000	100,000
Cleveland, O.	6,071	17,034	40,000†	50,000
Detroit, Mich.	9,102	21,019	34,436	48,000
Milwaukee, Wis.	1,700	20,061	25,000	42,000
Oswego, N. Y.	....	12,205	.....	16,000
Sandusky, O.	1,434	6,008	8,000	10,000
Toledo, O.	1,222	3,829	6,412	12,000

* *Black Rock* annexed. † *Ohio City* annexed.

TRIP FROM BUFFALO TO CLEVELAND SANDUSKY, TOLEDO, ETC.

STEAMERS of a large class leave Buffalo, daily, Sundays excepted, for the different ports on the American or south shore of Lake Erie, connecting with railroad cars at Cleveland, Sandusky, and Toledo.

On leaving Buffalo harbor, which is formed by the mouth of Buffalo Creek, where is erected a breakwater by the United States government, a fine view is afforded of the city of Buffalo, the Canada shore, and Lake Erie stretching off in the distance, with here and there a steamer or sail vessel in sight. As the steamer proceeds westward through the middle of the lake, the landscape fades in the distance, until nothing is visible but a broad expanse of green waters.

STURGEON POINT, 20 miles from Buffalo, is passed on the south shore, when the lake immediately widens by the land receding on both shores. During the prevalence of storms, when the full blast of the wind sweeps through this lake, its force is now felt in its full power, driving the angry waves forward with the velocity of the race-horse, often causing the waters to rise at the lower end of the lake to a great height so as to overflow its banks, and forcing its surplus waters into the Niagara River, which causes the only perceptible rise and increase of the rush of waters at the Falls.

DUNKIRK, N. Y., 42 miles from Buffalo, is advantageously situated on the shore of Lake Erie where terminates the *New York and Erie Railroad*, 460 miles in length. Here is a good and secure harbor, affording about twelve feet of water over the bar. A light-house, a beacon light and breakwater, the latter in a dilapidated state, have here been erected by the United States government. As an anchorage and port of refuge this harbor is extremely valuable, and is much resorted

to for that purpose by steamers and sail vessels during the prevalence of storms; there is twelve feet of water over the bar.

The village was incorporated in 1837, and now contains about 4,000 inhabitants, 500 dwelling-houses, five churches, a bank, three hotels, and 20 stores of different kinds, besides several extensive storehouses and manufacturing establishments.

The *Buffalo and State Line Railroad*, extending to Erie, Pa., runs through Dunkirk, forming in part the Lake Shore line of railroad, which in connection with the railroad leading direct to the city of New York, affords great advantages to this locality, which is no doubt destined to increase with the growing trade of the lake country.

Fredonia, three miles from Dunkirk, with which it is connected by a plank-road, is handsomely situated, being elevated about 100 feet above Lake Erie. It contains about 2,300 inhabitants, 300 dwelling-houses, five churches, one bank, an incorporated academy, four taverns, twenty stores, besides some mills and manufacturing establishments situated on Canadoway Creek, which here affords good water-power. In the village, near the bed of the creek, is an inflammable spring, from which escapes a sufficient quantity of gas to light the village. A gasometer is constructed which forces the gas through tubes to different parts of the village, the consumer paying $4 per year for each burner used. It is also used for lighting the streets of the village. The flame is large, but not so strong or brilliant as that obtained from gas in our cities; t is, however, in high favor with the inhabitants.

Barcelona, N. Y., 58 miles from Buffalo, is the westernmost village in the State. It is a port of entry, and is much resorted to by steamers and large vessels navigating the lake, affording a tolerable good harbor, where is situated a light-house which is lighted by inflammable gas; it escapes from the bed of a creek about half a mile distant, and is carried in pipes to the light-house.

The City of ERIE, Pa., 90 miles from Buffalo and 95 miles from Cleveland, is beautifully situated on a bluff, affording a prospect of Presque Isle Bay and the lake beyond. It has one of the largest and best harbors on Lake Erie, from whence sailed Perry's fleet during the war of 1812. The most of the vessels were here built, being finished in seventy days from the time the trees were felled; and here the gallant victor returned with his prizes after the battle of Lake Erie, which took place September 10th, 1813. The remains of his flag-ship, the *Lawrence*, lie in the harbor, from which visitors are allowed to cut pieces as relics. On the high bank, a little distance from the town, are the ruins of the old French fort, Presque Isle. The city contains a court-house, nine churches, a bank, three hotels, a ship-yard, several extensive manufacturing establishments, and about 7,000 inhabitants. In addition to the *Lake Shore Railroad*, the *Sunbury and Erie Railroad* will terminate at this place, affording a direct communication with New York and Philadelphia.

Presque Isle Bay is a lovely sheet of water, protected by an island projecting into Lake Erie. There is a light-house on the west side of the entrance to the bay, in lat. 42° 8′ N.; it shows a fixed light, elevated 93 feet above the surface of the lake, and visible for a distance of 15 miles. The beacon shows a fixed light, elevated 28 feet, and is visible for nine miles.

CONNEAUT, Ohio, 117 miles from Buffalo and 68 from Cleveland, situated in the northeast corner of the State, stands on a creek of the same name near its entrance into Lake Erie. It exports large quantities of lumber, grain, pork, beef, butter, cheese, etc., being surrounded by a rich agricultural section of country. The village contains about 3,000 inhabitants. The harbor of Conneaut lies two miles from the village, where is a light-house, a pier, and several warehouses.

ASHTABULA, Ohio, 14 miles farther west, stands on a stream of the same name, near its entrance into the lake. This is a thriving place, inhabited by an intelligent population estimated at 2,500. The harbor of Ashtabula is two and a half miles

from the village, at the mouth of the river, where is a light-house.

Fairport stands on the east side of Grand River, 155 miles from Buffalo. It has a good harbor for lake vessels, and is a port of considerable trade. This harbor is so well defended from winds and easy of access, that vessels run in when they can not easily make other ports. Here is a light-house and a beacon to guide the mariner.

Painesville, O., three miles from Fairport and 30 miles from Cleveland, is a beautiful and flourishing town, being surrounded by a fine section of country. It is the county seat for Lake County, and contains a court-house, five churches, a bank, 20 stores, a number of beautiful residences, and about 3,000 inhabitants.

The City of Cleveland is situated on an elevated plain at the entrance of Cuyahoga River into Lake Erie, in N. lat. 41° 30′, W. lon. 81° 47′. It is distant 185 miles from Buffalo, and 107 miles from Toledo by railroad route; 120 miles from Detroit by steamboat route. Its harbor is spacious and safe when once entered, being formed by the mouth of the river. The city is regularly and beautifully laid out, ornamented with numerous shade-trees, from which it takes the name of "*Forest City*;" near its center is a large public square. It is the mart of one of the greatest grain-growing States in the Union, and has a ready communication by railroad with Albany, New York, and Philadelphia. The bluff on which it is built is 80 feet above the level of the lake, where stands a light-house, from which an extensive and magnificent view is obtained, overlooking the meandering of the Cuyahoga, the line of railroads, the shipping in the harbor, and the vessels passing on Lake Erie.

The city contains a court-house, city hall, custom-house, college buildings, a lyceum, a public reading-room, a literary institution, which sustains a course of lectures during the winter season; 25 churches of different denominations, six banks, an insurance company, and several large and well-kept hotels, among which may be named the Weddell House, the

Angier House, the American Hotel, and the Johnson House. It now boasts of 50,000 inhabitants, and is rapidly increasing in numbers and wealth. The *Ohio Canal* terminates here, forming a water communication with the Ohio River at different points.

The railroads diverging from Cleveland are the *Cleveland and Erie*, 95 miles; *Cleveland and Pittsburgh*, 100 miles, with several branches; *Cleveland and Mahoning*, 67 miles finished; *Cleveland, Columbus and Cincinnati*, 135 miles; and *Cleveland and Toledo*, Northern Division, 107 miles. These roads all run into one general depôt, situated near the water's edge, affording great facilities to the trans-shipment of freight of different kinds. The trade with the Upper Lakes is one of great and growing importance; steamers leave daily for Detroit, Mackinac, Green Bay, Chicago, the Saut Ste Marie, and Lake Superior.

For list of steamers sailing from Cleveland and Detroit to the Upper Lakes, see page 140.

Black River, 28 miles from Cleveland, is a small village with a good harbor, where is a ship-yard and other manufacturing establishments.

Vermilion, 10 miles farther on the line of the Cleveland and Toledo Railroad, is a place of considerable trade, situated at the mouth of a river of the same name.

Huron, Ohio, 50 miles from Cleveland and 10 miles from Sandusky, is situated at the mouth of Huron River, which affords a good harbor. It contains several churches, 15 or 20 stores, several warehouses, and about 2,000 inhabitants

The islands lying near the head of Lake Erie, off Sandusky, are Kelley's Island, North Bass, Middle Bass, and South Bass islands, besides several smaller islands, forming altogether a handsome group. Kelley's Island is the largest and most important, but on the north side of South Bass Island lies the secure harbor of Put-in Bay, made celebrated by being the rendezvous of Com. Perry's flotilla before and after the decisive battle of Lake Erie, which resulted in the capture of the entire British fleet.

NAVAL BATTLE ON LAKE ERIE.

SEPTEMBER 10TH, 1813, the hostile fleets of England and the United States on Lake Erie met near the head of the lake, and a sanguinary battle ensued. The fleet bearing the "red cross" of England consisted of six vessels, carrying 64 guns, under command of the veteran Com. Barclay; and the fleet bearing the "broad stripes and bright stars" of the United States, consisted of nine vessels, carrying 54 guns, under command of the young and inexperienced, but brave, Com. Oliver H. Perry. The result of this important conflict was made known to the world in the following laconic dispatch, written at 4 P.M. of that day:

"*Dear General:* We have met the enemy, and they are ours. Two ships, two brigs, one schooner, and one sloop.

"With esteem, etc., O. H. PERRY.

"Gen. William Jones."

Mr. Powell, the artist, who painted the De Soto picture for Congress, has been appointed by the Ohio Legislature to paint a representation of Perry's Victory on Lake Erie—the price not to exceed $5,000. It will be placed in one of the panels of the rotunda of the new State House in Columbus, the capital of the State.

RAILROAD ROUTE AROUND LAKE ERIE.

THIS important body of water being encompassed by a band of iron, we subjoin the following *Table of Distances:*

	Miles.
Buffalo to Paris, C. W., via *Buffalo and Lake Huron Railroad*	84
Paris to Windsor or Detroit, via *Great Western Railway.*	158
Detroit to Toledo, Ohio, via *Detroit and Toledo R.R.*	63
Toledo to Cleveland, via *Cleveland and Toledo R.R.*	107
Cleveland to Erie, Pa., via *Cleveland and Erie R.R.*	95
Erie to Buffalo, via *Lake Shore Road*	88
Total miles	595

The extreme length of Lake Erie is 250 miles, from the mouth of Niagara River to Maumee Bay; the circuit of the lake about 560 miles, being about 100 miles less distance than has been stated by some writers on the great lakes.

OHIO RIVER AND LAKE ERIE CANALS

THE completion of the MIAMI CANAL makes four distinct channels of communication from the Ohio River through the State of Ohio to Lake Erie, namely:

1. The *Erie Extension Canal*, from Beaver, twenty or thirty miles below Pittsburgh, to Erie, 136 miles. 2. The *Cross-Cut Beaver Canal*, which is an extension or branch from Newcastle, Pa., on the Beaver Canal, to Akron, Ohio, where it unites with the Portsmouth and Cleveland Canal—making a canal route from Beaver to Cleveland of 143 miles. 3. The *Ohio Canal*, from Cleveland to Portsmouth, through the center of the State, 309 miles. 4. The *Miami Extension*, which is a union of the Miami Canal with the Wabash and Erie Canal, through Dayton, terminating at Toledo, at the mouth of the Maumee River on Lake Erie, 247 miles. The vast and increasing business of the Ohio Valley may furnish business for all these canals. They embrace rich portions of Pennsylvania, Ohio, and Indiana; but are not so located as to be free from competition with one another. At no distant time, they would unquestionably command a sufficient independent business, were it not probable that they may be superseded by railways. The capacity of railways—both for rapid and cheap transportation—as it is developed by circumstances and the progress of science, is destined to affect very materially the value and importance of canals.

OPENING OF NAVIGATION IN LAKE ERIE.

The following table, prepared by the Detroit *Advertiser*, from back files, shows the time when navigation has opened at this port for the past seventeen years:

1840..	March	8....	Steamer Star arrived from Cleveland.
1841..	April	18....	" Gen. Wayne arrived from Buffalo.
1842..	March	3....	" Gen. Scott cl'd for Buffalo.
1843..	April	18....	" Fairport cl'd for Cleveland.
1844..	March	11....	" Red Jacket cl'd for Fort Gratiot.
1845..	Jan'y	4....	" United States arrived from Buffalo.
1846..	March	14....	" John Owen arrived from Cleveland.
1847..	"	30....	" United States " "
1848..	"	22....	Prop. Manhattan cl'd for Buffalo.
1849..	"	21....	Steamer John Owen cl'd for Cleveland.
1850..	"	25....	" Southerner arrived from Buffalo.
1851..	"	19....	" Hollister " " Toledo.
1852..	"	22....	" Arrow cl'd for Toledo.
1853..	"	14....	" Bay City arrived from Sandusky.
1854..	"	24....	" May Queen " " Cleveland.
1855..	April	2....	" Arrow cl'd for Toledo.
1856..	"	15....	" May Queen cl'd for Cleveland.
1857..	March	24....	" Ocean cleared for Cleveland.

DISCOVERY OF A NEW HARBOR IN LAKE HURON.

We learn from a Michigan paper that Capt. W. Gilmore, of the brig Sultan, having come into collision with a vessel off the Middle Island, on the night of October 27th, 1856, was driven by stress of the accident into *Bail du Derd*, on the north side of Lake Huron, about eighty miles above Goderich. Captain Gilmore, in a letter to the editor of the Port Bruce *Pioneer*, states that there is plenty of water in the harbor for the largest vessel on the lakes, and a safe anchorage. A pier inside the harbor is alone wanted to render the accommodations perfect. The captain expresses the opinion, that a light-house and a pier would render this bay one of the finest harbors on the lakes. Since this letter was written, we are informed that a small town has been planted in that locality.

BUFFALO

Buffalo City, Erie Co., N. Y., possessing commanding advantages, is distant from Albany 298 miles by railroad, and about 350 miles by the line of the Erie Canal; in N. lat. 42° 53′, W. long. 78° 55′ from Greenwich. It is favorably situated for commerce at the head of Niagara River, the outlet of Lake Erie, and at the foot of the great chain of Western lakes, and is the point where the vast trade of these inland seas is concentrated. The harbor, formed of Buffalo Creek, lies nearly east and west across the southern part of tne city, and is separated from the waters of Lake Erie by a peninsula between the creek and lake. This harbor is a very secure one, and is of such capacity, that although steamboats, ships, and other lake craft, and canal boats, to the number, in all, of from three to four hundred, have sometimes been assembled there for the transaction of the business of the lakes, yet not one half part of the water accommodations has ever yet been occupied by the vast business of the great and growing West. The harbor of Buffalo is the most capacious, and really the easiest and safest of access on our inland waters. Improvements are annually made by dredging, by the construction of new piers, wharves, warehouses, and elevators, which extend its facilities, and render the discharge and trans-shipment of cargoes more rapid and convenient; and in this latter respect is without an equal.

Buffalo was first settled by the whites in 1801. In 1832 it was chartered as a city, being now governed by a mayor, recorder, and board of aldermen. Its population in 1830, according to the United States Census, was 8,668; in 1840, 18,213; and in 1850, 42,261. Since the latter period the limits of the city have been enlarged by taking in the town of Black Rock; it is now divided into thirteen wards, and, according to the State Census of 1855, contained 74,214 inhabitants, being now the third city

in point of size in the State of New York The public buildings are numerous, and many of them fine specimens of architecture; while the private buildings, particularly those for business purposes, are of the most durable construction and modern style. The manufacturing establishments are also numerous, and conducted on a large scale, producing manufactured articles for the American and Canadian markets.

The lines of steamers and railroads diverging from Buffalo tend to make it one of the greatest thoroughfares in the Union. Steamers and propellers run to Cleveland, Toledo, Detroit, Mackinac, Saut Ste Marie, Green Bay, Milwaukee, Chicago, etc.

The railroads diverging from Buffalo are the New York Central, extending to Albany 298 miles by direct route; Buffalo Division of the New York and Erie Railroad; Lake Shore Railroad; Buffalo, Niagara Falls, and Lewiston Railroad; and the Buffalo and Huron Railroad, the latter running through Canada to Goderich on Lake Huron, and connecting with the Great Western Railway, terminating at Windsor, opposite Detroit.

The principal hotels are the American, Clarendon, Commercial, and Mansion House, on Main Street, and the Western Hotel, facing the Terrace.

"The climate of Buffalo is, without doubt, of a more even temperature than any other city in the same parallel of latitude from the Mississippi to the Atlantic coast. Observations have shown that the thermometer never ranges as low in winter, nor as high in summer, as at points in Massachusetts, the eastern and central portions of this State, the northern and southern shores of Lake Erie, in Michigan, Northern Illinois, and Wisconsin. The winters are not as keen, nor the summers, cooled by the breezes from the lake, as sultry; and in a sanitary point of view, it is probably the healthiest city in the world.

"London, usually considered the healthiest of cities, has a ratio of one death in forty inhabitants The ratio of Buffalo is one in fifty-six. The favorable situation of the city for drainage, and for a supply of pure water; its broad, well-paved streets, lined with shrubbery and shade-trees; its comparatively mild winters; its cool summers; its pleasant drives and picturesque suburbs, and its proximity to the '*Falls*,' combine to render it one of the most desirable residences on the continent."

In regard to the commerce of the "Far West," much of which centers in Buffalo, a writer justly remarks:

"Few men have duly estimated the value of our 1,500 miles of uninterrupted lake navigation. A coast of upward of 3,000 miles, connecting with numerous canals and railroads, whose aggregate length, when they shall be completed, will greatly exceed the length of all our inland seas and coasts, must create an amount of commerce far greater than has ever yet been witnessed on the waters of the Mediterranean. The completion of the ship canal at the Saut Ste Marie alone opens an inland sea of vast and growing importance."

TRADE AND COMMERCE OF BUFFALO—1856.

IMPORTS BY LAKE.

The annual tables of the Lake Trade during the year, with some additional comparative statements showing the course of trade, the increase and decrease in the general average value of most articles, and other matters of interest concerning this trade during the year 1856, are copied from the Buffalo *Courier*. The value of Imports by Lake for the past six years is as follows:

1851	$31,889,951	1854	$45,030,931
1852	34,943,855	1855	50,346,819
1853	36,881,230	1856	45,684,079

This table exhibits a steady increase in the yearly valuation of the Lake Imports until last year, when there is a decrease as compared with 1855 of $4,662,740. This large decrease has been occasioned, not by a falling off in the receipts of the more valuable articles of import, but by the decline in the average value of nearly every description of produce.

The following table will show the different States through whose ports have been shipped the following produce received at this port. Through Cleveland, Sandusky, Toledo, and a few smaller ports, we have received the products of Ohio, Indiana, Southern Illinois, and Kentucky, and through Chicago, the products of Illinois, Iowa, Indiana, and Missouri.

	Flour.	Wheat.	Corn.	Oats.
Ohio ports	641,155	826,016	1,717,130	1,094,015
Michigan	203,125	495,289	164,497	42,314
Illinois	122,472	5,127,947	7,922,461	548,326
Wisconsin	115,427	1,707,798	52,702	39,146
Canada	60,906	386,067	.....	.....
Total	1,143,085	8,543,117	9,846,790	1,723,801

The following Table will show the entrances and clearances of foreign and American vessels, together with their tonnage and crews during the year 1856, and the total for the past 7 years:

Arrived.	No.	Tons.	Crews.
American vessels from foreign ports	112	17,745	598
Foreign do., do.	718	71,039	5,314
Total	830	88,784	5,912
Cleared.			
Amer. vessels to foreign ports	181	30,607	1,193
Foreign do., do.	632	62,833	5,580
Total	813	93,440	6,773
Coasting trade.			
Inward	3,292	1,441,663	49,556
Outward	3,193	1,424,702	49,210
Total	6,485	2,866,365	98,766
Grand Total for 1856	8,128	3,048,589	111,451
" " " 1855	9,231	3,360,233	111,515
" " " 1854	8,972	3,995,284	120,838
" " " 1853	8,298	3,252,978	128,112
" " " 1852	9,441	3,092,247	127,491
" " " 1851	9,050	3,087,533	120,542
" " " 1850	8,444	2,743,700	125,562

The amount of new tonnage now on the stocks both at this and other Western ports, and destined for the trade of this city and the West, will, we believe, increase the tonnage entering and departing from this district very materially during the coming season (1857), and that it must exceed any former year.

Losses on the Lakes.—If the losses on the great Lakes during the past year are any indication of the amount of commerce on our inland seas, it must have grown enormously since 1848. In that year the losses amounted to but a little over $400,000; in 1853 they had increased to nearly a million; in 1854 they were a little over two millions; in 1855 over two and a half millions; but the present year, 1856, they have reached the fearful sum of over three millions. But, large as this amount is, it does not seem so great when it is viewed in connection with the statement that the commerce of the Lakes passing the St. Clair Flats amounted in 1856 to more than three hundred millions of dollars, while the coasting trade not included in that estimate amounts to at least a hundred millions more. This looks very much like the course of empire taking a westerly direction.

RECAPITULATION OF LOSSES ON THE LAKES—1856.

Losses in May, steam and sail	$142,600
" June, " "	118,550
" July, " "	266,130
" August, " "	67,750
" September, " "	342,860
" October, " "	882,039
" November, " "	1,059,395
" December, " "	159,550
Total loss, steam and sail, in 1856	$3,038,874
" " " in 1855	2,797,839
Increased loss	241,035
Total loss of life in 1856	407
" " in 1855	118
Increase	289
Loss on steam hulls	$732,800
Loss on cargoes by steam	645,300
Total loss by steam in 1856	1,378,100
" " in 1855	1,692,700
Decrease in 1856	$314,600
Loss on sail hulls	863,675
Loss on cargoes by sail	797,099
Total loss by sail in 1856	1,660,714
" " in 1855	1,105,139
Increase in 1856	$555,635

Synopsis of the Marine Register of the Board of Lake Underwriters of vessels in commission on the lakes in the fall of 1856.

	Number.	Tonnage.	Cash Value.
Steamers	107	62,863	$3,320,400
Propellers	135	54,675	2,741,200
Barques	56	21,773	673,800
Brigs	108	27,045	701,850
Schooners	850	173,380	5,487,100
Total	1,256	339,736	$12,944,350

D. P. DOBBINS, *Sec'y*
Board of Lake Underwriters.

EXPORTS FROM UP-LAKE PORTS TO BUFFALO.

STATEMENT, showing the several amounts of Flour and Grain exported by Lake from various ports to Buffalo, during the season of 1856:

	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Rye, bush.
Ashtabula	.....	2,500	.....	.....	.....
Allensburgh	1,200	.....	.....	.....	.....
Bayfield, C. W	.....	50,115	.....	.....	.....
Black River	.....	.....	1,600	.....	.....
Brantford, C. W	16,231	32,008	.....	.....	.....
Port Burwell, C. W	.....	18,164	.....	.....	.....
Caledonia, C. W	.....	2 726	.....	.....	.....
Cayuga	7,628	41,127	.....	.....	18
Cleveland	245,512	72,577	117,239	172,087	39,786
Chicago	119,772	5,100,293	7,834,615	537,986	.....
Conneaut	.....	1,200	.....	.....	268
Detroit	189,309	333,398	64,997	43,411	.....
Port Dover, C. W	13,036	89,718	.....	.....	.....
Dunnville, C. W	2,223	19,502	.....	.....	.....
Erie	.....	.....	.....	6,995	27,990
Fremont	.....	9,675	84,292	85,000	11,808
Fort Erie, C. W	7,077	.....	.....	.....	.....
Grand Haven	8,955	37,391	.....	.....	.....
Green Bay	1,364	150	.....	.....	.....
Goderich, C. W	600	26,164	.....	.....	.....
Huron	327	20,859	281,423	252,916	88,182
Indiana	1,671	.....	.....	.....	.....
Kenosha	605	106,843	.....	.....	.....
Maitland, C. W	.....	3,780	.....	.....	.....
Milwaukee	106,366	1,440,337	34,000	43,241	.....
Michigan City	.....	26,329	31,269	.....	.....
Milan	.....	40	6,700	38,792	.....
Monroe	995	73,909	.....	.....	.....
Morpeth, C. W	.....	5,000	.....	.....	.....
Port Washington	1,463	3,210	.....	.....	.....
Perrysburg	2,875	.....	.....	.....	.....
Racine	1,622	53,763	.....	.....	.....
Port Robinson, C. W	.....	4,636	.....	.....	.....
Port Rowan, C. W	367	465	.....	.....	.....
Ryerse, C. W	2,977	5,400	.....	.....	.....
Saginaw	766	.....	.....	.....	.....
Sandusky	178,664	69,218	210,587	421,147	53,756
Sheboygan	893	37,082	.....	.....	.....
Port Stanley, C. W	2,295	99,716	.....	.....	.....
Toledo	208,417	621,164	937,579	81,157	24,002
Venice	100	.....	8,000	20,000	.....
Vermilion	.....	2,310	20,038	30,650	.....
Waukegan	124	51,370	138	.....	.....
York	2,624	1,997	.....	.....	.....
Totals	**1,126,048**	**8,465,671**	**9,632,477**	**1,733,382**	**245,810**

TRIP FROM BUFFALO TO MACKINAC, CHICAGO, ETC.

This is a deeply interesting excursion, calculated to give the traveler a just conception of the great *inland seas* of North America, inasmuch as the route traverses Lakes Erie, St. Clair, Huron, and Michigan, a total distance of more than a thousand miles.

If to this is added a trip to the Falls of St. Mary (Saut de Ste Marie), in the outlet of Lake Superior, and connecting it with Lake Huron—to the *Manitoulin Islands* in the northern quarter of Lake Huron, their very name implying scenery fitted to excite sublime emotions, and suggesting the strong sentiment of religious awe which characterized the primitive red man—if these be added to the tour, no excursion of equal extent can be found that presents a greater variety of picturesque and magnificent scenery. Besides the above grand excursion, Lake Superior alone affords ample inducements for the tourist to extend his visit to this greatest of all the inland seas of America.

As this excursion begins on Lake Erie, we begin our guidance with a brief description of that noble and most useful body of water.

Lake Erie, washing the shores of *four* of these United States—New York, Pennsylvania, Ohio, and Michigan—and spreading between them and a large segment of the British province of Canada West, with the line of division as settled by treaty, running through the middle of the lake, is 250 miles long by 40 to 60 miles wide. Its surface, as ascertained by the engineers of the Erie Canal, is 565 feet above the Hudson River at Albany, and 330 feet above Lake Ontario. The greatest depth of the lake yet observed is 204 feet. This is comparatively shallow; and the relative depths of the great series of lakes may be illustrated by saying, that the surplus waters

poured from the vast *basins* of Superior, Huron, and Michigan flow across the *plate* of Erie into the deep *bowl* of Ontario.

Lake Erie is reputed to be the only one of the series in which any current is perceptible. The fact, if it is one, is usually ascribed to its shallowness; but the vast volume of its outlet—the Niagara River—with its strong current, is a much more favorable cause than the small depth of its water, which may be far more appropriately adduced as the reason why the navigation is obstructed by *ice* much more than either of the other great lakes. The New York shore of Lake Erie extends about 60 miles, in the course of which the lake receives a number of streams, the most considerable of which are the Buffalo and Cattaraugus creeks; and presents several harbors, the most important of which at present are Buffalo Creek and Dunkirk.

As connected with trade and navigation, this lake is far the most important of all the great chain, not only because it is bordered by older settlements than any of them, except Ontario, but still more because, from its position, it concentrates the trade of the vast West.

When we consider the extent, not only of this lake, but of Huron, 260 miles long; of Michigan, 330 miles long; of Superior, 420 miles long, the largest body of fresh water on the globe, we may quote with emphasis the words of an English writer: "How little are they aware, in Europe, of the extent of commerce upon these inland seas, whose coasts are now lined with flourishing towns and cities; whose waters are plowed with magnificent steamers, and hundreds of vessels crowded with merchandise! Even the Americans themselves are not fully aware of the rising importance of these lakes, as connected with the West."

THE FIRST VESSEL WHICH NAVIGATED THE UPPER LAKES.

The following account is translated from an old French work, printed in 1688, entitled, "*An Account of the Discovery of a very great Country situated in America*," by Father Hennepin. It will be read with interest.

"It now became necessary for La Salle, in furtherance of his object, to construct a vessel above the Falls of Niagara, sufficiently large to transport the men and goods necessary to carry on a profitable trade with the savages residing on the western lakes. On the 22d of January, 1679, they went six miles above the falls to the mouth of a small creek, and there built a dock convenient for the construction of their vessel.*

"On the 26th of January, the keel and other pieces being ready, La Salle requested Father Hennepin to drive the first bolt, but the modesty of the good father's profession prevented.

"During the rigorous winter, La Salle determined to return to Fort Frontenac;† and leaving the dock in charge of an Italian named Chevalier Tuti, he started, accompanied by Father Hennepin as far as Lake Ontario; from thence he traversed the dreary forests to Frontenac on foot, with only two companions and a dog, which drew his baggage on a sled, subsisting on nothing but parched corn, and even that failed him two days' journey from the fort. In the mean time the building of the vessel went on under the suspicious eyes of the neighboring savages, although the most part of them had gone to war beyond Lake Erie. One of them, feigning intoxication, attempted the life of the blacksmith, who defended himself successfully with a red-hot bar of iron. The timely warning of a friendly squaw averted the burning of their vessel on the stocks, which was designed by the savages. The workmen were almost disheartened by frequent alarms, and would have abandoned the work had they not been cheered by the good father, who

* There can be but little doubt that the place they selected for building their bark was the mouth of the Cayuga Creek, about six miles above the falls. Governor Cass says "the vessel was launched at Erie;" Schoolcraft, in his journal, says, "near Buffalo;" and the historian Bancroft locates the site at the mouth of Tonawanda Creek. Hennepin says the mouth of the creek was two leagues above the great falls; the mouth of the Tonawanda is more than twice that distance, and the Cayuga is the only stream that answers to the description.

† Now Kingston, Canada.

represented the great advantage their perseverance would afford, and how much their success would redound to the glory of God. These and other inducements accelerated the work, and the vessel was soon ready to be launched, though not entirely finished. Chanting *Te Deum*, and firing three guns, they committed her to the river amid cries of joy, and swung their hammocks in security from the wild beasts, and still more dreaded Indians.

"When the Senecas returned from their expedition, they were greatly astonished at the floating fort, 'which struck terror among all the savages who lived on the great lakes and rivers within fifteen hundred miles.' Hennepin ascended the river in a bark canoe with one of his companions as far as Lake Erie. They twice pulled the canoe up the rapids, and sounded the lake for the purpose of ascertaining the depth. He reported that with a favorable north or northwest wind the vessel could ascend to the lake, and then sail without difficulty over its whole extent. Soon after the vessel was launched in the current of Niagara, about four and a half miles from the lake. Hennepin left it for Fort Frontenac, and returning with La Salle and two other fathers, Gabriel and Zenobe Mambre, anchored in the Niagara the 30th July, 1679. On the 4th of August they reached the dock where the ship was built, which he calls distant eighteen miles from Lake Ontario, and proceeded from thence in a bark canoe to their vessel, which they found at anchor three miles from the 'beautiful Lake Erie.'

"The vessel was of 60 tons burden, completely rigged, and found with all the necessaries, arms, provisions, and merchandise; it had seven small pieces of cannon on board, two of which were of brass. There was a griffin flying at the jib-boom, and an eagle above. There were also the ordinary ornaments and other fixtures which usually grace a ship of war.

"They endeavored many times to ascend the current of the Niagara into Lake Erie without success, the wind not being strong enough. While they were thus detained, La Salle employed a few of his men in clearing some land on the Canadian shore, opposite the vessel, and in sowing some vegetable seeds for the benefit of those who might inhabit the place.

"At length the wind being favorable, they lightened the vessel by sending most of the crew on shore, and with the aid of their sails and ten or a dozen men at the tow-lines, ascended the current into Lake Erie. Thus on the 7th of August, 1679, the first vessel set sail on the untried waters of Lake Erie. They steered southwest, after having chanted their never-failing *Te Deum*, and discharged their artillery in the presence of a vast number of Seneca warriors. It had been reported to our voyagers that Lake Erie was full of breakers and sand-

banks, which rendered a safe navigation impossible; they therefore kept the lead going, sounding from time to time, to avoid danger.

"After sailing, without difficulty, through Lake Erie, they arrived on the 11th of August at the mouth of the Detroit River, sailing up which they arrived at St. Clair, to which they gave the name it bears. After being detained several days by contrary winds at the bottom of the St. Clair River, they at length succeeded in entering Lake Huron on the 23d of August, chanting *Te Deum* through gratitude for a safe navigation thus far. Passing along the eastern shore of the lake, they sailed with a fresh and favorable wind until evening, when the wind suddenly veered, driving them across Saginaw Bay (Sacinaw). The storm raged until the 24th, and was succeeded by a calm, which continued until next day noon (25th), when they pursued their course until midnight. As they doubled a point which advanced into the lake, they were suddenly struck by a furious wind, which forced them to run behind the cape for safety. On the 26th, the violence of the storm compelled them to send down their topmasts and yards, and to stand in, for they could find neither anchorage nor shelter.

"It was then the stout heart of La Salle failed him; the whole crew fell upon their knees to say their prayers and prepare for death, except the pilot, whom they could not compel to follow their example, and who, on the contrary, 'did nothing all that time but curse and swear against M. La Salle, who had brought him thither to make him perish in a nasty lake, and lose the glory he had acquired by his long and happy navigation on the ocean.' On the 27th, favored with less adverse winds, they arrived during the night at Michilimackinac, and anchored in the bay, where they report six fathoms of water and a clay bottom. This bay they state is protected on the southwest, west, and northwest, but open to the south. The savages were struck dumb with astonishment at the size of their vessel and the noise of their guns.

"Here they regaled themselves on the delicious trout, which they described as being from 50 to 50 pounds in weight, and as affording the savages their principal subsistence. On the 2d of September, 1679, they left Mackinac, entered Lake Michigan (Illinois), and sailed 40 leagues to an island at the mouth of the Bay of Puara (Green Bay). From this place La Salle determined to send back the ship laden with furs to Niagara. The pilot and five men embarked in her, and on the 10th she fired a gun and set sail on her return with a favorable wind. Nothing more was heard from her, and she undoubtedly foundered in Lake Huron, with all on board. Her cargo was rich, and valued at 60,000 livres.

"Thus ended the first voyage of the first ship that sailed over the Western Lakes. What a contrast is presented between the silent waves and unbroken forests which witnessed the course of that adventurous bark, and the busy hum of commerce which now rises from the fertile bottoms, and the thousand ships and smoking palaces which now furrow the surface of those inland seas!

NAVIGATION OF THE LAKES.

From the Buffalo Commercial Advertiser—1846.

"I HAVE noticed several communications in your paper recently, in relation to the early Navigation of the Lakes by American vessels, and as you solicit further communications on the subject, I give you such facts as I am acquainted with, and will add, that in regard to many of them I have vouchers to establish their correctness.

"I first visited Lake Erie and the Niagara River in August, 1795; and from an early period, until within the last twenty years, have been more or less interested in the navigation of the lakes.

"It is well known that the military posts of Oswego, Niagara, Detroit, and Mackinac were not surrendered to the United States until the fore part of the year 1796, under Jay's treaty. Boats had not been permitted to pass Oswego into Lake Ontario, and as no settlements of importance had been made previous to that time on the American shores of the lakes (excepting the old French settlements in the neighborhood of these ports, and they were under the jurisdiction and influence of the British government), no vessels were required, and, of course, none had been built.

"In August, 1795, I left Canandaigua on a journey to Presque Isle—now Erie, Pennsylvania. The country west of Genesee River, excepting a tract twelve miles in width extending from opposite Avon along the river to its mouth, had not then been purchased of the Indians, and no roads opened. We, of course, followed the Indian trail to Buffalo.

"At that time the only residents at that place, as far as I recollect, were William Johnson, the British Indian interpreter, whose house stood on the site of the present Mansion House, an Indian trader named Winnee, a negro named Joe, also a trader, both of whom resided on the flats near the mouth of Little Buffalo, and a Dutchman by the name of Middough, with a family, who resided some forty or fifty rods east of Johnson's. A large portion of the ground now occupied by your beautiful city was then an unbroken wilderness.

"At that time I am not aware that a single vessel was owned on the United States side of the lakes, and remember that Capt. Lee, who would have known, informed me that there were none

"In 1796 I was employed by the Connecticut Land Company to survey the Western Reserve, and I prepared to go on early in the season, with several other surveyors, and a party of men to perform the work. At Schenectady we fitted out three batteaux, manned by four hands each, with the necessary articles for the expedition, such as tents, blankets, cooking utensils, groceries, etc., with a quantity of dry goods, designed as presents to the Indians.

"These boats were put under the care of Mr. Joshua Stow, uncle of Judge Stow, of Buffalo. Understanding that the military posts at Oswego and Niagara were to be given up to the United States early this spring, under a stipulation in Jay's treaty, Mr. Stow took the route by Oswego and Niagara to Queenston. On his arrival at Oswego, that port had not been surrendered, and the boats were not permitted to pass. Determined not to be delayed, Mr. Stow took the boats a mile or two up the river, and the night following ran them past the fort into the lake and pursued his voyage, and before arriving at Niagara that post had passed into the possession of our troops. He landed at Queenston, had his boats and loading taken to Chippewa, where he took in provisions to complete his cargoes, which had been purchased at Canandaigua, and forwarded by the way of Irondequoit and the lake in open boats, and arrived a day or two before.

"At Buffalo he was met by others of the party, who had come on by land, among these, Gen. Moses Cleveland, one of the directors of the Connecticut Land Company (from whom the city of Cleveland took its name), who, by way of securing the good-will of the Indians to the expedition, held a council and distributed presents among them. The expedition went on from here, a part by the boats, and a part by land with packhorses, and arrived at the mouth of Conneaut Creek on the 4th of July, 1796, and celebrated the day. The party then consisted of fifty-two persons.

At this time, as we ascertained, there was not a white person residing on the Reserve, excepting a French family just within the mouth of Sandusky Bay.

"One of our boats was employed during the season in bringing up supplies of provisions from Chippewa, and in October, on her up trip, was wrecked in a gale off the mouth of Chautauque Creek, and Tinker, the master, drowned.

"No American vessels had yet been built, and some of the baggage and stores for the troops at Detroit had been transported from Western Pennsylvania by the contractor, Gen.

O'Hara, up the valley of the Big Beaver, and through the wilderness to Detroit, on pack-horses.

"Between the years of 1796 and 1800 (I am unable to particularize the year), the schooner Gen. Tracy was built at Detroit, and in August, 1808, purchased by Porter, Barton & Co. and thoroughly repaired, and on her second or third trip was wrecked on the Fort Erie reef in 1809.

"The brig Adams, a government vessel, was built about the same time as the Gen. Tracy, and was sailed by Capt. Brevoort for a number of years. She was built at Detroit.

"A small vessel called the Good Intent was built at Presque Isle by Capt. Wm. Lee, and I believe was partly, and perhaps wholly, owned by Rufus S. Reed. She, I think, was built about 1800, and wrecked near Point Abino in 1805.

"In 1802 the schooner Gen. Wilkinson, of 70 tons, was built at Detroit, and in 1811 thoroughly repaired, and her name changed to Amelia. She was sold to the United States during the war.

"In the winter of 1802 and '3 the sloop Contractor, of 64 tons, was built at Black Rock by the company having the government contract for the supply of the military posts, under the superintendence of Captain William Lee, by whom she was sailed until 1809, and afterward by Capt. James Beard. In 1803 or '4 a small sloop called the Niagara, of 30 tons, was built at Cayuga Creek, on the Niagara River, by the U. S. government, but not put in commission. She was purchased by Porter, Barton & Co. in 1806, and her name changed to the Nancy, and sailed by Captain Richard O'Neil.

"In 1806 the schooner Mary, of 105 tons, was built at Erie by Thomas Wilson, and purchased the one half by James Rough and George Bueshler, and the other half by Porter, Barton & Co. in 1808, and sailed by Captain Rough until the war, and then sold to the United States.

"In 1808 Porter, Barton & Co. purchased the schooner Ranger of George Wilber, then several years old—she was repaired and sailed by Capt. Hathaway. In 1810 the sloop Erie was built at Black Rock by Porter, Barton & Co., and sold to the United States in time of the war. The schooner Salina, sailed by Capt. Dobbins, and the schooner Eleanor, and probably others that I do not recollect, were built and sailed before the war, but I am unable to say where and when they were built, or by whom owned.

"On Lake Ontario I find that previous to 1809, and during that year, the following vessels had been built, and were engaged in the commerce of the lake: Schooner Fair American, owned by Matthew M'Nair, of Oswego, Theophilus Pease, master; also, schooners Lark, Island Packet, Eagle, Mary, Farmer, Two Brothers, Experiment, and Democrat

"Some time previous to the war the United States brig Oneida was built, and commanded by Captain Woolsey.

"In 1809 the schooner Ontario, of 70 tons, was built by Porter, Barton & Co. at Lewiston, and sold to the United States during the war.

"In 1809 the schooner Cambria was built on an island at the lower end of Lake Ontario, and brought in an unfinished state to Lewiston, where she was purchased and fitted out by Porter, Barton & Co., and her name changed to Niagara.

"In addition to the foregoing vessels, the following were in commission in 1810: Schooner Diana, sloop Marion, schooners Charles and Ann, Gold Hunter, and Genesee Packet.

"A number of vessels on both lakes, owned and armed during the war by the United States, were afterward sold and employed in the commerce of the lakes.

"The foregoing is a very imperfect history of the American vessels owned and employed on the lakes previous to the war, and it is not probable that any individual can furnish a complete one. As far as it goes, I believe it to be tolerably correct.

"AUG'S PORTER."

NOTE.—In 1818 the first steamboat, "Walk-in-the-Water," was built at Black Rock; at which time there were, in all, about thirty sail of vessels on the Upper Lakes.

In 1822 the Superior (1st.) was built; in 1824 the Chippewa was built; and in 1825 three more were added; from this period to 1830 four more steamers were added to the list. Since 1830 about two hundred steamers have been built on Lake Erie and the Upper Lakes, a list of which is hereafter added.

MAGNITUDE OF THE LAKES.

Lake Superior, at a height of 600 feet above the sea, is 420 miles long, 160 miles broad, and 1,000 feet deep. It discharges its waters by the strait, or river St. Mary, 50 miles long, into Lake Huron, which lies 27 feet below.

Lake Michigan, 576 feet above the sea, is 320 miles long, 82 miles broad, and 900 feet deep. It discharges its surplus waters through the Strait of Mackinac, 50 miles in length, into Lake Huron, nearly on a level.

Green Bay, at about the same elevation as Lake Michigan, is 100 miles long, 20 miles broad, and 60 feet deep.

Lake Huron, at a height of 574 feet above the sea, is 260 miles long, 110 miles broad, and 900 feet deep.

Georgian Bay, lying northeast of Lake Huron and of the same altitude, is 130 miles long and 55 miles broad. All the above bodies of water, into which are discharged a great number of streams, find an outlet by the river and Lake St. Clair, and Detroit River or Strait, in all about 90 miles long, with a fall of 14 feet into

Lake Erie, the fourth great lake of this immense chain. This latter lake again, at an elevation above the sea of 564 feet, 250 miles long, 60 miles broad, and 204 feet at its greatest depth, but, on an average, considerably less than 100 feet deep, discharges its surplus waters by the Niagara River and Falls into Lake Ontario, 330 feet below; 51 feet of this descent being in the rapids immediately above the Falls, 160 feet at the Falls themselves, and the rest chiefly in the rapids between the Falls and the mouth of the river, 35 miles below Lake Erie.

Lake Ontario, the fifth and last of the Great Lakes of America, is elevated 234 feet above tide-water at Three Rivers on the St. Lawrence; it is 180 miles long, 60 miles broad, 600 feet deep. Thus *basin* succeeds *basin*, like the locks of a great

cana · the whole length of waters from Lake Superior to the Gulf of St. Lawrence being rendered navigable for vessels of a large class by means of the Welland and other canals—thus enabling a loaded vessel to ascend or descend 600 feet above the level of the ocean, or tide-water. Of these lakes, Lake Superior has by far the largest area, being nearly equal in superficial extent to Lakes Huron and Michigan together, and Lake Ontario has the least, having a surface only about one fifth of that of Lake Superior, and being somewhat less in area than Lake Erie, although not much less, if any, in the circuit of its shores. Lake Ontario is the safest body of water for navigation, and Lake Erie the most dangerous. The ascertained temperature in the midde of Lake Erie, August, 1845, was temperature of air 76° Fahrenheit, at noon—water at surface 73°—at bottom 53°. The lakes of greatest interest to the tourist or scientific traveler are Ontario, Huron, together with Georgian Bay and North Channel, and Lake Superior. The many picturesque islands and headlands, together with the pure waters of the Upper Lakes, form a most lovely contrast during the summer and autumn months.

The altitude of the land which forms the water-shed of the *Upper Lakes* does not exceed from 600 to 2,500 feet above the level of the ocean, while the altitude of the land which forms the water-shed of Lake Champlain and the lower tributaries of the St. Lawrence River rises from 4,000 to 5,000 above the level of the sea or tide-water, in the States of Vermont and New York.

The divide which separates the waters of the Gulf of Mexico, from those flowing northeast into the St. Lawrence, do not in some places exceed ten or twenty feet above the level of Lakes Michigan and Superior; in fact, it is said that Lake Michigan, when under the influence of high water and a strong northerly wind, discharges some of its surplus waters into the Illinois River, and thence into the Mississippi and Gulf of Mexico—so low is the divide at its southern terminus.

COAST LINE OF THE GREAT LAKES AND SHORES OF THE ST. LAWRENCE RIVER, ETC.

AMERICAN SIDE.

States, etc.	Coast Line.	Boundaries.
Minnesota, *L. Superior*,	150 ms.	Pigeon River to mouth St. Louis River.
Wisconsin, " ...	120 "	St. Louis River to mouth Montreal River.
Michigan, " ...	430 "	Montreal River to mouth St. Mary's River.
" St. Mary's River	50 "	Saut Ste Marie to Pt. de Tour.
" Huron and Strait	100 "	Pt. de Tour to Pt. Seuil Choix.
" *L. Michigan*,	50 "	Pt. Seuil Choix to Green Bay.
Wisconsin, " ...	200 "	Green Bay to Ill. State line.
Illinois, " ...	60 "	Illinois State line to Indiana State line.
Indiana, " ...	40 "	Indiana State line to Michigan State line.
Michigan, " ...	300 "	State line to Strait of Mackinac.
" Strait of Mackinac	50 "	Fox Point to Lake Huron.
" *L. Huron*,	260 "	Strait of Mackinac to mouth St. Clair River.
" St. Clair River...	38 "	Fort Gratiot to Lake St. Clair
" St. Clair Lake...	30 "	West shore.
" Detroit River ...	27 "	Lake St. Clair to Lake Erie.
Michigan, *Erie*,	30 "	Detroit River to Maumee Bay.
Ohio, " ...	180 "	Maumee Bay to Penn. State line.
Pennsylvania, " ...	40 "	State line to N. York State line.
New York, " ...	70 "	State line to mouth Niagara River.
" Niagara River...	35 "	Lake Erie to Lake Ontario.
New York, *L. Ontario*,	180 "	Mouth Niagara River to St. Lawrence River.
" St. Lawrence R.	100 "	Lake Ontario to 45th degree N. lat.
Lower Canada, " ...	666 "	St. Regis to Gulf of St. Lawrence.
Total miles ...	3,206	

COAST LINE—CANADIAN SIDE.

Lake Superior.....	450 ms.	Pigeon River to St. Mary's R.
St. Mary's River.....	50 "	Saut Ste Marie to foot St Joseph Island.

L. Huron, (*N. Chan.*)	145 ms.	St. Joseph Island to Georgian Bay.
" (*Georgian Bay*)	230 "	Shebawanahning to Collingwood and Cabot's Head.
Lake Huron, (*proper*)	200 "	Cabot's Head to mouth St. Clair River.
St. Clair River.....	38 "	Port Sarnia to Lake St. Clair.
St. Clair Lake.....	30 "	East shore
Detroit River.....	27 "	Lake St. Clair to Lake Erie.
Lake Erie.....	250 "	Mouth of Detroit River to Niagara River.
Niagara River.....	35 "	Lake Erie to Lake Ontario.
Lake Ontario.....	230 "	Mouth Niagara River to Hamilton and foot of Lake.
St. Lawrence River...	766 "	Lake Ontario to Gulf of St. Lawrence.
Total miles.....	2,451	

Grand Total, Lake and River Coast, 5,657 miles.

TRIBUTARIES OF THE ST. LAWRENCE RIVER.

UNLIKE the tributaries of the Mississippi, the streams falling into the Great Lakes or the St. Lawrence River are mostly rapid, and navigable only for a short distance from their mouths

The following are the principal rivers that are navigable for any considerable length:

AMERICAN SIDE.		Miles.
St. Louis River, Min.....	Superior to Fond du Lac.	20
Fox, or Neenah, Wis.....	Green Bay to L. Winnebago	36
St. Joseph, Mich.....	St. Joseph to Niles	25
Grand River, "	Grand Haven to Gd. Rapids	40
Muskegon, "	Muskegon to Newaygo	40
Saginaw, "	Saginaw Bay to Upper Sag	25
Maumee, Ohio.....	Maumee Bay to Perrysb'h.	18
Genesee, N. Y	Charlotte to Rochester	6

CANADIAN SIDE.		Miles.
Thames.....	Lake St. Clair to Chatham	24
Ottawa	La Chine to Carillon.....	40
"	(*By means of locks to Ottawa City*).....	70
Richelieu or Sorel	Sorel to Lake Champlain (*by means of locks*) ..	75
Saguenay.....	Tadusac to Chicoutimi .... (thence to Lake St. John, 50 m.)	70

ST. LAWRENCE RIVER AND LAKE NAVIGATION, FROM FOND DU LAC, LAKE SUPERIOR, TO ANTICOSTI.

Lakes, Rivers, etc.	Length in miles.	Greatest breadth.	Av. breadth.	Depth in feet.	El. above sea.
Superior	420	160	80	1,000	600
St. Mary's River	50	4	1		
Michigan	330	82	58	900	576
Green Bay	100	25	18	100	576
Strait of Mackinac	30	20	10	40 to 200	
Huron	260	110	70	900	574
North Channel	160	20	10	200	574
Georgian Bay	140	55	40	500	574
St. Clair River	38		1		
St. Clair Lake*	20	25	15	8 to 20	568
Detroit River	27	3	1		
Lake Erie	250	60	38	204	565
Niagara River	35	3	1		
Lake Ontario	180	58	40	600	235
St. Lawrence River	766	60	2		
Lake St. Francis			3		142
Lake St. Louis, }	...				
Mouth Ottawa River, }	...		5		58
Elevation at Montreal					13
Tide-water at Three Rivers					0
Total miles	2,806				

* The *St. Clair Flats*, which have to be passed by all large steamers and sail vessels running from Lake Erie to the Upper Lakes, now affords only eight or ten feet of water, the channel being very narrow and intricate. An appropriation, however, has recently been made by the government of the United States for improving the channel through the St. Clair Flats, which, no doubt, will effectually remove the obstruction to navigation.

Note.—Lake Baikal, the most extensive body of fresh water on the Eastern Continent, situated in Southern Siberia, between lat. 51° and 55° north, is about 370 miles in length, 45 miles average width, and about 900 miles in circuit; being somewhat larger than Lake Erie in area. Its depth in some places is very great, being in part surrounded by high mountains. The *Yenisei*, its outlet, flows north into the Arctic Ocean

LIST OF STEAMERS BUILT ON LAKE ERIE, ETC., SINCE THEIR FIRST INTRODUCTION IN 1818.

Built.	Name.	Tons.	Where built.	Remarks
1818..	Walk-in-the-Water.	342..	Black Rock, N. Y.—	wrecked Nov., 1821.
1822..	Superior (1st).....	300..	Buffalo, N. Y.—	changed to a ship.
1824..	Chippewa	100..	Buffalo, N. Y.—	broken up.
1825..	Henry Clay.....	348..	Lake Michigan—	broken up.
"	..Pioneer	230..	Black Rock, N. Y.—	broken up.
"	..Niagara (1st).....	180..	Black Rock, N. Y.—	burnt in 1842.
1826..	William Penn.....	275..	Erie, Penn.—	broken up.
"	..Enterprise	250..	Cleveland, O.—	broken up.
1829..	Wm. Peacock.....	120..	Barcelona, N. Y.—	exploded boiler 1830.
"	..Newburyport.....	75..	Erie, Penn.—	broken up.
1830..	Sheldon Thompson.	242..	Huron, Mich.—	broken up.
"	..Ohio (1st)	187..	Sandusky, O.—	sunk 1837.
"	..Adelaide (British)..	230..	Chippewa, C. W.—	wrecked 1840.
1831..	Gratiot.....	63..	Charleston—	broken up.
1832..	Pennsylvania.....	395..	Erie, Penn.—	broken up.
"	..Gen. Brady.....	100..	Detroit, Mich.—	broken up.
"	..Uncle Sam.....	230..	Grosse Isle, Mich.—	broken up.
"	..Perseverance.....	50..	Erie, Penn.—	broken up.
1833..	Washington (1st)...	600..	Huron, Mich.—	wrecked 1833.
"	..New York.....	325..	Black Rock, N. Y.—	broken up.
"	..Michigan (1st).....	472..	Detroit, Mich.—	broken up.
"	..Daniel Webster....	353..	Black Rock, N. Y.—	burnt 1835.
"	..Detroit (1st).....	240..	Toledo, O.—	wrecked 1836.
"	..Lady of the Lake..	60..	Mt. Clemens, Mich.—	broken up.
"	..Gov. Marcy	161..	Black Rock, N. Y.—	broken up.
"	..North America....	362..	Conneaut, O.—	broken up.
"	..Newberry	170..	Palmer, Mich.—	broken up.
"	..Delaware	170..	Huron, Mich.—	wrecked 1834.
1834..	Victory.....	77..	Buffalo, N. Y.—	broken up.
"	..Gen. Porter.....	342..	Black Rock, N. Y.—	name ch. to Toronto.
"	..Jefferson.....	428..	Erie, Penn.—	broken up.
"	..Com. Perry.....	352..	Perrysburg, O.—	boiler exploded 1835.
"	..Monroe.....	341..	Monroe, Mich.—	broken up.
"	..Mazeppa	130..	Buffalo, N. Y.—	changed to schooner.
"	..Sandusky.....	377..	Sandusky, O.—	burnt 1843.
"	..Minnessetunk (Br.)	250..	Goderich, C. W.—	broken up.
"	..Jackson.....	50..	Mt. Clemens, Mich.—	broken up.
"	..Jack Downing.....	80..	Sandusky, O.—	changed to schooner.
"	..Little Western (Br.)	60..	Chatham, C. W.—	burnt 1842.
1835..	Robert Fulton.....	308..	Cleveland, O.—	wrecked in 1842.
"	..Columbus	391..	Huron, Mich.—	broken up.
"	..Charles Townsend.	312..	Buffalo, N. Y.—	broken up.
"	..United States.....	366..	Huron, Mich.—	broken up.
"	..Chicago.....	166..	St. Joseph, Mich.—	wrecked in 1842.
"	..W. F. P. Taylor...	95..	Silver Creek, N. Y.—	wrecked 1838.
"	..Thames (British)...	160..	Chatham, C. W.—	burnt 1838.
1836..	De Witt Clinton....	493..	Huron, Mich.—	broken up.
"	..Julia Palmer*.....	300..	Buffalo, N. Y.—	broken up.
"	..Don Quixote.....	80..	Toledo, O.—	wrecked 1836.
"	..Crockett.....	18..	Brunersburg—	wrecked 1844.

* Taken over the portage at the Saut Ste Marie in 1846.

Built.	Name.	Tons.	Where built.	Remarks.
1836	Little Erie	149	Detroit, Mich.	lost in 1842.
"	Barcelona (British).	102	Dunnville, C. W.	changed to schooner.
"	United (British)	40	Detroit, Mich.	blown up.
"	St. Clair	250	Sandusky, O.	
"	Cincinnati	116	Sandusky, O.	changed to schooner.
1837	Illinois (1st)	755	Detroit, Mich.	broken up.
"	Rochester	472	Richmond	changed to sail vessel.
"	Madison	630	Erie, Penn.	broken up.
"	Cleveland	580	Huron, Mich.	burnt in 1854.
"	Wisconsin	700	Conneaut, O.	broken up.
"	Erie	497	Erie, Penn.	burnt Aug., 1841.
"	Constellation	483	Charleston	broken up.
"	Bunker Hill	457	Charleston	broken up.
"	Constitution	443	Conneaut, O.	broken up.
"	New England	416	Black Rock, N. Y.	broken up.
"	Milwaukee	400	Grand Island	wrecked 1842.
"	Anthony Wayne	390	Perrysburg, O.	blown up 1850.
"	Macomb	100	Mt. Clemens, Mich.	tow boat.
"	Rhode Island	164	Sandusky, O.	wrecked.
"	Star	128	Belvidere, Mich.	broken up.
"	Goderich (British).	200		
"	Commerce	80	Sandusky, O.	
"	Mason	83	Grand Rapids, Mich.	
1838	Great Western	780	Huron, Mich.	broken up.
"	Buffalo	613	Buffalo, N. Y.	changed to sail vessel.
"	Chesapeake	412	Maumee, O.	sunk 1846.
	Vermilion	385	Vermilion, O.	burnt 1842.
"	Lexington	363	Charleston, O.	broken up.
"	Fairport	259	Fairport, O.	name changed.
"	Red Jacket	148	Grand Island, N. Y.	
"	Gen. Vance	75	Perrysburg, O.	
"	James Allen	258	Chicago, Ill.	
"	Washington (2d)	380	Ashtabula, O.	burnt 1838.
"	G. W. Dale	162	Chicago, Ill.	
"	C. C. Trowbridge	52	Kalamazoo, Mich.	
"	Marshall	51	Perrysburg, O.	
"	Wabash	84		
"	Owashenonk	45	Grand Haven, Mich	
"	Patronage	56	St. Joseph, Mich.	
1839	Gen. Scott	240	Huron, Mich.	sunk 1847.
"	Chautauque	200	Buffalo, N. Y.	
"	Brothers (British)	150	Chatham, C. W.	broken up.
"	Kent (British)	180	Chatham, C. W.	
"	Huron	140	Newport, Mich.	broken up.
"	Harrison (1st)	63	Erie, Penn.	broken up.
1840	Detroit (2d)	350	Newport, Mich.	sunk in Lake Huron.
"	Missouri	612	Vermilion	broken up.
"	Waterloo	100	Black Rock, N. Y.	broken up.
"	Harrison (2d)	362	Maumee, O.	broken up.
1841	Indiana	434	Toledo, O.	burnt 1848.
1842	Benj. Franklin	231	Algonac, Mich.	wrecked.
"	John Owen	230	Detroit, Mich.	tow boat.
1843	Nile	600	Detroit, Mich.	wrecked 1849.
"	Union	64	Black Rock, N. Y.	
"	Champion	270	Newport, Mich.	broken up.
1844	Emerald (British)	250	Chippewa, C. W.	
"	Empire	1,136	Cleveland, O.	running on Lake Erie.
"	Tecumseh	259	(Old Fairport)	wrecked in 1850.
"	J. Wolcott	80	Maumee, O.	burnt in 1851.

Built.	Name.	Tons.	Where built.	Remarks.
1844.	Indian Queen.. ...	112	Buffalo, N. Y.	—wrecked in 1846.
"	New Orleans.....	610	Detroit, Mich.	—wrecked 1849.
"	St. Louis.....	618	Perrysburg, O.	—wrecked in 1852.
"	U. S. St. Michigan.	583	Erie, Penn.	—in commission.
"	" Abert.....	133	Buffalo, N. Y.	—in commission.
1845.	Niagara (2d).....	1,084	Buffalo, N. Y.	—burnt Sept., 1856.
"	Boston.....	775	Detroit, Mich.	—wrecked 1846.
"	Oregon.....	781	Newport, Mich.	—burnt 1849.
"	Troy.....	547	Maumee, O.	—laid up.
"	Superior (2d).....	567	Perrysburg, O.	—wrecked Oct., 1856.
"	Lexington.....	363	Black River, O.	
"	Astor.....	200	Green Bay, Wis.	—wrecked.
"	Enterprise.....	100	Green Bay, Wis.	
"	London (British)...	456	Chippewa, C.W.	—changed to sail vessel.
"	Helen Strong.....	253	Monroe, Mich.	—wrecked in 1846.
"	Romeo.....	180	Detroit, Mich.	—tow boat.
1846.	Albany.....	669	Detroit, Mich.	—wrecked in 1854
"	Hendrick Hudson..	750	Black River, O.	—runs on Lake Erie.
"	Louisiana.....	900	Buffalo, N. Y.	—runs on Upper Lakes.
"	Saratoga.....	800	Cleveland, O.	—wrecked in 1854.
"	Canada (British)...	800	Chippewa, C. W.	—changed to barque.
1847.	Baltic.....	825	Buffalo, N. Y.	—changed to propeller.
"	Sultana.....	800	Trenton, Mich.	—runs on Upper Lakes.
"	A. D. Patchin.....	870	Trenton, Mich.	—wrecked in 1850.
"	Baltimore	500	Monroe, Mich.	—wrecked in 1855.
"	Diamond.....	336	Buffalo, N. Y.	—tow boat.
"	Pacific.....	500	Newport, Mich.	—changed to sail vessel.
"	Ohio (2d).....	600	Cleveland, O.	—tow boat.
"	Samuel Ward.....	450	Newport, Mich.	—runs on Lake Huron.
"	Southerner	500	Trenton, Mich.	—wrecked in 1853.
1848.	Arrow.....	350	Cleveland, O.	—runs on Lake Erie.
"	Alabama	600	Detroit, Mich.	—sunk in 1854.
"	Franklin Moore....	300	Newport, Mich.	—tow boat.
"	J. D. Morton.....	400	Toledo, O.	—tow boat.
"	Empire State.....	1,700	St. Clair, Mich.	—laid up.
"	Queen City.....	1,000	Buffalo, N. Y.	—runs on Upper Lakes.
"	Globe.....	1,200	Detroit, Mich.	—changed to propeller.
"	Columbia.....	167	Fairport, O.	
"	Charter.....	350	Detroit, Mich.	—changed to propeller.
"	John Hollister.....	300	Perrysburg, O.	—burnt on Lake Erie.
1849.	Atlantic.....	1,100	Newport, Mich.	—sunk in Lake Erie 1853.
"	May Flower.....	1,300	Detroit, Mich.	—wrecked in 1854.
"	Keystone State	1,500	Buffalo, N. Y.	—runs on Upper Lakes.
"	Telegraph.....	181	Truargo, Mich.	—runs on Lake Erie.
1850.	Dart.....	297	Trenton, Mich.	—runs on Lake Erie.
"	Dover (British)....	81	Port Dover, C. W.	
"	Ocean.....	900	Newport, Mich.	—runs on Lake Erie.
"	May Queen.....	688	.....	runs on Lake Erie.
1851.	Arctic	867	Newport, Mich.	—runs on Lake Michigan.
"	Bay City.	479	Trenton, Mich.	—runs on Lake Erie.
"	Buckeye State.....	1,274	Cleveland, O.	—runs on Upper Lakes.
"	Northerner	514	Cleveland, O.	—sunk in 1856.
"	Pearl.....	251	Newport, Mich.	—runs on Lake St. Clair.
"	Ploughboy (British)	450	Chatham, C. W.	—runs on Lake Huron.
"	Mazeppa (British) .	250	.....	runs on Lake Huron.
"	Queen (British)....	64	Dunnville, C.W.	—runs on Lake St. Clair
"	Minnesota.....	749	Maumee, O.	
"	Caspian.....	1,050	Newport, Mich.	—wrecked in 1852.
"	Lady Elgin.....	1,037	Buffalo, N. Y.	—runs on Upper Lakes

Built.	Name.	Tons.	Where built.	Remarks.
1852.	Cleveland	574.	Newport, Mich.	—runs on Upper Lakes.
"	Golden Gate	771.	Buffalo, N. Y.	—wrecked in 1856.
"	Huron	348.	Newport, Mich.	
"	Traveller	603.	Newport, Mich.	—runs on Upper Lakes.
"	Michigan (2d)	—.	Detroit, Mich.	—runs on Upper Lakes.
1853.	Crescent City	1,740.	Buffalo, N. Y.	—runs on Lake Erie.
"	Queen of the West.	1,851.	Buffalo, N. Y.	—runs on Lake Erie.
"	Mississippi	1,829.	Buffalo, N. Y.	—runs on Lake Erie.
"	St. Lawrence	1,844.	Buffalo, N. Y.	—laid up.
"	E. K. Collins	950.	Newport, Mich.	—burnt Oct., 1854.
"	Ariel	165.	Sandusky, O.	—runs on Lake Erie.
"	Garden City	—.	Buffalo, N. Y.	—wrecked May, 1854.
"	Canadian (British).	389.	Chatham, C. W.	—runs on Georgian Bay.
"	Collingwood (Br.).	—.		runs on Georgian Bay
"	T. Whitney	238.	Saginaw, Mich.	
"	Northern Indiana.	1,470.	Buffalo, N. Y.	—burnt Aug., 1856.
"	Southern Michigan.	1,470.	Buffalo, N. Y.	—runs on Lake Erie.
"	Forrester	504.	Newport, Mich.	—runs on Lake Huron.
1854.	Plymouth Rock	1,991.	Buffalo, N. Y.	—runs on Lake Erie.
"	Western World	2,000.	Buffalo, N. Y.	—runs on Lake Erie.
"	North Star	1,106.	Cleveland, O.	—runs on Upper Lakes.
"	Illinois	926.	Detroit, Mich.	—runs on Upper Lakes.
"	R. R. Elliott	321.	Newport, Mich.	—tow boat.
"	Clifton (British)	247.	Chippewa, C. W.	—lake and river St. Clair.
1855.	Forest Queen	462.	Newport, Mich.	—runs on Lake Huron.
"	Planet	1,154.	Newport, Mich.	—runs on Upper Lakes.
"	Island Queen	173.	Kelley's Island	—runs on Lake Erie.
1856.	Amity (British)	217.	Chatham, C. W.	
"	Magnet	256.	Saginaw, Mich.	—runs on Lake Huron
"	Western Metropolis	1,860.	Buffalo, N. Y.	—runs on Lake Erie.
"	Uncle Ben	155.	Buffalo N. Y.	—tow boat.
1857.	City of Buffalo	2,200.	Buffalo, N. Y.	—runs on Lake Erie.

NOTE.—Besides the above list, there are a few small steamers of which nothing is known other than their names, among these are the Penetanguishene, Cynthia, Pontiac, Phenomenon, etc.

The Steamer CAROLINE, whose destruction filled so large a portion of public notice, was originally known as the *Carolina*, and is believed to have been built in New York, at an early date, then sent to Charleston, S. C., where she ran for several years. Before passing into Lake Erie she ran a couple of seasons on the Hudson River, between Albany and Troy, when her guards were shipped so as to admit her through the Erie and Oswego Canals. She was re-built at Ogdensburgh, N. Y., in 1834, and passed through the Welland Canal into Lake Erie. The date of her destruction by the British at Schlosser, near Niagara Falls, was Dec. 29, 1837, when five lives were supposed to be lost.

LAKE ERIE AND MICHIGAN SHIP CANAL.

From the Buffalo (N. Y.) Commercial, March, 1857.

"THIS project is attracting the attention of Western and Eastern papers. No doubt is expressed as to the practicability of the construction of the Canal. In fact, it is conceded that one can be built across the base of the peninsula without deep cutting, and the probability is that it would not exceed fifty feet at any particular point But while they grant the feasibility of the plan, they occasionally express the opinion that it will be a long time before it will be built, if ever. Now, why not, pray? Because, we suppose, it would cost a pretty round figure to build it. Is this an insurmountable objection, if the construction of the work be entirely feasible? if all the shipping to and from Lake Michigan, present and to come, will pass through it? if the margin in the original cost and the time of a trip, *via* the straits and Lake Huron, and *via* the canal, be, as it would be, largely in favor of the latter, thus making it capable of producing a good per centage of tolls?—the accomplishment of which would yield a remunerative revenue."

The Toledo (Ohio) *Commercial* has the following:

"The harbor of Toledo affords the only suitable terminus for the proposed *Ship Canal* on Lake Erie, and there can scarcely be a doubt that it will be adopted by any company which may be organized for constructing the work. But in view of the immense importance of the canal to the interests of Toledo, would it not be well for our board of trade to look into the matter, and keep an eye open for any possible speculative movement which may be set on foot to select some other starting point? There should, indeed, be enterprise enough among our own citizens to take the initiative in this most important project. Under our general law, a company might be organized here for the portion of the line lying within the State of Ohio; and a similar organization could very readily be effected in Indiana, for the extension through that State. A large local interest in the stock would effectually secure to Toledo the advantages to which she is entitled by natural position; supposing, always, that the canal is to be opened—of which there really ought to be no doubt.

"A route for the canal, eminently practicable, and without deep cutting or heavy lockage, can be found, we are confident, through Ohio and Indiana."

The following is from the Monroe (Mich.) *Commercial:*

"For many years past the public attention has, at times, been directed to the importance of a *ship canal* from Monroe, on Lake Erie, to the waters of Lake Michigan. The project is perfectly feasible, but railroad enterprises have of late been so numerous, as to divert public attention from the benefits and objects of such a canal. The absolute necessities of commerce, however, are such as to bring the subject forcibly and favorably before the community, and the great commercial interests of certain locations are intimately connected with the completion of such a work. For instance, the project now on foot in Canada West, and portions of New York, of which Oswego is the commercial center, for constructing a ship canal, to connect Lakes Ontario and Huron, if carried forward to completion, would be a more fatal blow to the prosperity of Buffalo than any great work of improvement that could be made on the American continent. The immense trade between the great agricultural States in the West, and the Atlantic States in the East, now tributary to Buffalo, would seek the new route, and make Oswego, at the expense, and to the destruction of Buffalo, the great commercial metropolis of the lakes. The citizens of Western New York see this, and the necessity of availing themselves of a rival, and more ready and feasible route for a ship canal, to retain the ascendency they already possess, and secure forever, and beyond doubt. the trade, business, and profits of the business of the great West.

"A ship canal from Monroe to the navigable waters of Lake Michigan will accomplish this. The canal would be easily made, and would always be abundantly supplied with water from the lake, in the county of Hillsdale, which is now the source of four of the principal rivers of this State. The canal would make a direct line, and of course the shortest one that could be made, between Chicago and Buffalo and the Atlantic cities, and be certain of securing the transportation of the grain and provision trade of the West, and all the heavy freight business that now moves tediously by the protracted route of the lakes. The distance would be shortened more than half, or some five to six hundred miles, and that the expenses now incurred for insurance on produce, vessels, and goods, by the lakes, and the loss of property on Lakes Huron and Michigan, would pay the construction of the canal in a very few years.

"Why, then, should this great and important work be longer delayed? A discerning public can see its absolute necessity, and security and permanency of great commercial interests urge its construction, by every consideration of self-preservation and future greatness.

"We do say that Monroe and Michigan are also deeply in-

terested in this great ship canal, and that they can do much to encourage its construction at an early day. Buffalo is moving, and let Monroe and Southern Michigan second the move. The object can not fail to enlist the hearty co-operation of Southern Michigan, and we call upon our citizens to wake up to the great work. It is not only a feasible improvement, but will prove an eminently successful one, and will work a revolution in the commerce of the Northwest that will make Monroe one of the greatest cities of the lakes."

DIRECT TRANSPORTATION FROM LAKE SUPERIOR TO LIVERPOOL.

From the St. Paul (Minnesota) Advertiser.

"An article from the *European Times* recites the arrival at Liverpool, direct from Chicago, of the schr 'Dean Richmond,' whose departure we announced some three months ago. In this simple announcement is contained the initial fact of a new era in commercial history, and issues of startling and overwhelming significance crowd upon the calmest view of its relations with the future West. It seems to us—we know not if we apprehend its bearings correctly—that the results of this experiment must be an eventual revolution of the internal traffic of the Western States. It virtually makes our inland lakes the Mediterranean Sea of North America, and Chicago becomes the Alexandria of modern times. It peels off the littoral rind of the New World at a stroke—and splits the ripe apple of the continent to its core. Ocean commerce will follow that entering wedge. Direct transportation will inevitably supersede the expensive and complicated machinery employed in conveying Western grain through its present channels—which, besides involving several expensive trans-shipments, is attended with an important diminution of bulk. The Atlantic, the far Bosphorus, the Baltic, and the seas of the old hemisphere, will flow in through the rent torn by the keel of the 'Dean Richmond,' and the majestic commerce of the ocean overleaping the huge complications of human ingenuity—passing in triumph past the monuments of Clinton's genius, past canals and railroads, railroads and canals—through rivers and lakes, 2,000 miles into the interior—will plant its sea-worn flags upon the shores of Lake Michigan, and sit in royal state like another queen of Sheba, on the throne that Western industry shall build for her in the chief city of the interior plain of North America. Nobody can doubt that the demonstrated practicability of direct shipment from Chicago to Europe will eventually transfer the

business of transportation to this channel. An inevitable consequence of this will be the enlargement of the Welland Ship Canal,* the ring-bolt in the chain of communication from the ocean to the lakes, to a capacity sufficient for a ship of any required size. The application of steam will overcome the delays of navigation, and the path opened by the 'Dean Richmond' will be thronged with the flags of every nation. But this is not all. What is true of Lake Michigan is true of Lake Superior. What is possible by the Welland Canal is equally possible with the Saut Ste Marie. The splendid chain of inland navigation does not end with Chicago. It is complete to the extreme western end of Lake Superior. Here, at the uttermost limit of ship-navigation, the town of Superior, some two years old, and containing not more than 1,000 inhabitants, is slowly rising on the shores of the queen lake, from the somber woods that surround it, to meet the majestic destiny that is creeping with slow pace up the St. Lawrence and through the lakes toward her, to cast the commerce of the ocean at her feet, and crown her with a diadem of ocean pearls. Nor is this all. The ocean highway, extending from the mouth of the St. Lawrence to the extremity of Lake Superior, will be the basis of the whole system of Western railroads. *A Northern Pacific Railroad, with a terminus at Superior*, is the necessary supplement of the navigable highway we have described. The arguments in its favor are irresistible, unanswerable. It is a logical deduction from the whole law of railroads. The paramount purpose of the Pacific Railroad, we take to be, to facilitate the commercial intercourse between the Atlantic and Pacific coasts, in other words, to facilitate transportation. Now transportation is impelled by an irresistible impulse in the cheapest route. Hence gravitation itself is scarcely more a law than the tendency of railroads to the nearest water-course in the direction of their destination. They break off at once by a sort of physical necessity, as transporting agencies, at the nearest navigable water communication. One always ends where the other begins. The commercial apparatus of the country is full of instances pertinent to this. By this long chain of inland lakes, covering nearly half of the distance between the Atlantic and Pacific coasts, nature seems to point with the force of a divine decree to a supplementary railroad route to the Pacific, to connect at its nearest span the ocean navigation of the opposite sides of the continent, and there can be no doubt that, other things being equal in feasibility of a route west of the Mississippi, the first road to the Pacific will abut on the shore of Lake Superior."

* Also the construction of a ship canal around the Falls of Niagara, on the American or New York side of the river.

THE COMMERCE OF THE LAKES.

EXTRACT from the Report of the Congressional Committee on the subject of the Commerce of the Lakes.

The following (from the Cleveland *Herald*) is the total Tonnage of the Lakes for 1854 and 1855, including the steam tonnage for the same years:

Districts.	Tonnage. 1854.	1855.	Steam Tonnage. 1855.
Sackett's Harbor	7,570	6,227	1,944
Oswego	24,365	42,460	5,199
Genesee	——	233	128
Niagara	868	468	128
Oswegatchie	3,744	4,485	3,042
Buffalo Creek	82,678	76,952	38,262
Cape Vincent	4,866	6,609	1,143
Presque Isle	8,210	9,269	4,720
Cuyahoga	45,483	51,078	15,012
Sandusky	6,084	8,051	306
Miami	5,479	3,763	115
DETROIT	52,363	65,058	32,180
Mackinac	4,393	4,431	2,397
Milwaukee	14,117	15,673	288
Chicago	31,041	50,972	3,207
Total tonnage	291,231	345,729	108,243

"Increase of lake tonnage (steam and sail) from June 30th, 1854, to June 30th, 1855, a fraction over 18 8-10 per cent.

"Ratio of steam to sail tonnage for 1855, a small fraction less than 1-3.

TOTAL TONNAGE OF THE UNITED STATES FOR 1854 AND 1855.

	Registered.	Enrolled.	Total Tonnage.
1854	2,333,819	2,469,083	4,802,902
1855	2,535,136	2,676,864	5,212,000

"Ratio of increase of lake tonnage *over* the aggregate total tonnage of the United States, a fraction over 2 3-10 per cent. per annum more than double; or as 18 8-10 to 8-12 in favor of lake tonnage, *which thus constitutes* 1 1-15 *of the entire tonnage of the U. States.*

"The clearances of vessels from ports in the U. S. to Canada, and the entries of vessels from Canada to ports in the U. S.,

during the year 1855, show a greater amount of tonnage entered and cleared than between the U. States *a id any other foreign country.*

"From the U. S. to Canada there were 2,369 clearances of American vessels, and 6,638 of Canadian, making a total of 9,007. The total tonnage was 1,793,519. The clearances from Canada to the U. S. for the same time were 2,454 American vessels and 4,194 Canadian, making a total of 6.648. with a total tonnage of 1,767,730, and a total tonnage back and forth of 3,561,249.

"The value of lake tonnage for 1854, $10,185,000; at an average of $43 per ton, this would make the value of the increased tonnage for 1855 (viz., 345,000 tons) reach $14,835,000.

"The following table shows the value of the lake commerce for 1855, excluding the districts of Presque Isle and Mackinac, *and not including the freight and passenger trade:*

Districts.	Tonnage Ent'd & Cleared.	Val. of Imp'ts. & Exp'ts.
Cuyahoga	1,782,493	$162,185,640
Buffalo Creek	3,330,232	333,023,000
Sandusky	——	59,966,000
Maumee	1,034,644	94,107,000
Chicago	2,632,000	233,878,000
Detroit	1,538,000	140,000.000
Milwaukee	——	35,000,000
Oswego	1,607,000	145,235,000
Sackett's Harbor, Cape Vincent, Oswegatchie, Genesee, Niagara,	——	42,226,000
Exports and Imports		$1,216,620,640
Total value of lake commerce, excluding Presque Isle and Mackinac		$608,310,390

"This sum may seem incredible to those unacquainted with the immense carrying trade of these lakes. But the figures will show that the trade between the U. S. and Canada, carried on over the lakes, is in value next to that between France and the U. S. The amount of American goods sent to Canada is $9,950,764, and the amount of foreign goods, but passing through American hands, is $8,769,280; while the amount of goods sent from Canada to the States is $12,182,314, making a total trade between the two countries of $30,902,658.*

* These figures are very convincing of the fact that the interests of the Canadas with the United States are one and identical—and the commercial and social good understanding happily existing between the two

"The actual value of property exposed to the perils of lake navigation is considerably greater than the *total value* of the merchandise of every description exported from the U. S. *to all* foreign countries, added to the total value of merchandise imported *from all* foreign countries into the United States.

"The dangers to which our lake commerce is exposed are three, viz., shipwreck, collision, and stranding. These are shown to be in a great measure attributable to the narrow area over which this commerce is carried on, the stormy character of the lakes, the exposed condition of the lake coasts, and the want of natural or artificial harbors of commerce or of refuge for the lake shipping.

"The following are the dimensions of the lakes and their connecting rivers:

Lakes.	Length.	Greatest breadth.	Av. breadth.	Areas.
Ontario....	180	52	40	5,400
Erie.....	240	57	38	7,800
Huron.....	270	105	70	20,400
Michigan ..	340	83	58	20,000
St. Clair...	20	25	25	300
	1,050		46¾	53,900
Str. Detroit.	27	—	—	—
St. Clair....	38	—	—	—

1,115 total length.

"Thus a vessel sailing from Cape Vincent, Lake Ontario, to Chicago, Lake Michigan, by *keeping the center lines* of the lakes, will sail 1,115 miles; and yet will average not more than 23 miles from shore throughout the whole distance.

"But the coast line of the lakes on the American side is much longer, and excluding Green Bay and the northwest coast of Lake Michigan, is for Lake Ontario 200 miles; Erie, 350; Huron, 440; Michigan, 850; or a total of 1,940 miles.

"A very large proportion of the extensive commerce above set forth is conducted by sail and steam vessels, at but a few miles' distance from the American coasts of these lakes, and over a surface not exceeding an area of 7,000 square miles; more than 1,400 miles of this coast constitutes to the numerous vessels by which this commerce is carried on, *a lee shore*, to the fear of which vessels navigating those lakes are constantly exposed.

"No reference has been made to the commerce and navigation

countries leaves no room for hope on the part of the *Oligarchal Mother of Colonies*, that Canada will remain long in servile subordination to a distant monarchy.—Ed.

of Lake Superior from the want of satisfactory data. In 1855, however, the exports of iron and copper alone from Lake Superior ports amounted to $2,700,000.

"The national importance of the lake commerce and navigation is clearly set forth—first with reference to the population of the seven States bordering on these lakes, and consequently interested in their navigation and commerce. Secondly, the position of those States relatively to the great valley of the Mississippi River; and the extent and cost of their railroads and lands, designed to open and facilitate commercial intercourse between the Atlantic Ocean, the lakes, and navigable waters and tributaries of the Mississippi River. Thirdly, the position of these seven lake States relatively to the British possessions and the valley of the St. Lawrence River. Fourthly, the importance of the commerce and navigation of the lakes as a nursery of seamen from which the navy of the United States may be supplied with the first class of seamen in the time of war, in which the tonnage of the lakes is compared with the tonnage engaged in the whale, cod, and mackerel fisheries.

"The white population of the United States, according to the census of 1850, was 19,553,038. There are seven States bounded in part with great lakes, with a population as follows:

New York	3,048,325
Pennsylvania	2,258,160
Ohio	1,955,050
Michigan	395,071
Indiana	977,154
Illinois	846,034
Wisconsin	304,756
White population of the 7 lake States..	9,784,550
" " " 24 other States.	9,768,488
Balance in favor of the lake States...	16,062

"Showing that the white population of the seven lake States is greater by 16,062* than the total white population of the remaining twenty-four States; and the difference has probably been still more increased since 1850.

"The total value of foreign imports for 1855 in this region is $274,403,935. If the seamen engaged in the lake navigation or in the fisheries are proportionate in number to the tonnage engaged in each, then those engaged in the navigation of the lakes must very considerably exceed those engaged in the whale, cod, and mackerel fisheries.

* The population of Minnesota (say 100,000) should be added to the above excess of white population.

"The amount of losses sustained by vessels and cargoes for want of suitable river and harbor improvements—number and kind of vessels sustaining losses on the lakes by "shipwreck, stranding, and collision," from 1848 to 1855 inclusive, with the amount of damage sustained:

STEAMBOATS.

	Shipwreck.		Stranding.		Collision.	
	No.	Loss.	No.	Loss.	No.	Loss.
1848	3	$25,000	9	$47,000	0	$——
1849	1	25,000	5	21,000	3	1,400
1850	5	98,000	8	13,400	8	28,800
1851	2	27,000	5	36,700	9	6,000
1852	3	125,000	5	14,700	16	158,350
1853	3	126,000	7	51,000	11	31,650
1854	4	110,000	2	110,000	8	31,200
1855	4	378,000	11	11,350	12	36,600
	25	914,000	52	305,150	67	286,000

PROPELLERS.

1848	0	$——	1	$12,000	1	$400
1849	0	——	1	5,000	0	——
1850	0	——	4	2,500	3	2,400
1851	2	55,000	6	32,800	10	40,400
1852	4	85,000	5	6,900	9	73,000
1853	1	42,000	7	28,000	4	39,000
1854	5	370,000	0	——	8	60,500
1855	7	351,000	11	9,950	19	557,750
	19	903,000	35	99,050	54	667,800

SAIL VESSELS.

1848	23	$128,500	65	$73,020	3	$36,000
1849	10	56,900	30	42,900	10	17,000
1850	20	89,600	64	82,150	11	44,600
1851	34	132,700	86	83,950	22	50,700
1852	30	183,100	62	96,000	35	28,500
1853	27	175,400	62	84,000	15	23,700
1854	52	407,626	0	——	16	90,650
1855	40	418,300	109	184,650	52	121,800
Sail	236	1,591,626	479	646,770	164	414,250
Propellers	19	903,000	35	99,050	54	667,800
Steamboats	25	914,500	52	305,150	67	286,000
Total	380	3,409,126	566	1,051,170	285	1,368,050

TOTAL LOSS IN EIGHT YEARS.

	Number	Damages.
By Shipwreck	380	$3,409,126
By Stranding	566	1,051,170
By Collision	285	1,368,050
Total	1,231	5,828,346

"Whole number of disasters to vessels and cargoes, or either of them, during these eight years, 2,117, of which 1,231 consist of shipwreck, stranding. and collision, a little over 4-6 of the whole, while the damage from these causes during the same period was nearly 5-7 of the whole, and amounted to $5,828,346; the total damage from disasters of all kinds being $8,852,649.

"The amount of damages to the commerce of the lakes during 1854, from the difficulty of crossing the St. Clair Flats with loaded vessels, was as follows:

VESSELS ENGAGED IN 1854 IN TRADE TO THE UPPER LAKES.

Steamboats	8	Tonnage,	6,880
Propellers	44	"	21,796
Sail Vessels (Barques)	32	"	12,234
Brigs	84	"	24,757
Schooners	198	"	48,323
Total Tons			110,990

SAIL VESSELS.

Paid towing and lighterage on Flats	$163,686 56
Time detained—days, 5,566	220,640 00
Damages by collision, paid for repairs	62,800 00
	$452,146 56
Steam vessels paid for like damages	208,000 00
Total damage on St. Clair Flats (for the season)	$660,146 56

"We call especial attention to the last item.

"The amount of duties collected in the fifteen collection districts of the Great Lakes from 1837 to 1855 was $5,511,129 90, and the whole amount of appropriations that have been made to these lakes from the beginning of the government till now is $2,884,125, showing that the United States have received from the lake revenue $2,267,004 98 more than it has given back to it in any shape. This balance will cover the amount expended on the light-houses on the lakes, with repairs, attendance of keepers, and the cost of the ship canal around the St. Mary's Falls, and still leave $1,000,000 for the U. States Treasury."

WESTWARD MOVEMENT OF THE CENTER OF POPULATION, COMMERCE, AND OF INDUSTRIAL POWER IN NORTH AMERICA.

Extract from Hunt's Merchant's Magazine.

"In the rapidly developing greatness of North America, it is interesting to look to the future, and speculate on the most probable points of centralization of its commercial and social power.

"Including with our nation, as forming an important part of its commercial community, the Canadas, and contiguous Provinces, the center of population, white and black, is a little west of Pittsburgh, situated at the head of navigation on the Ohio River. The movement of this center is north of west, about in the direction of Chicago. The center of productive power can not be ascertained with any degree of precision. We know it must be a considerable distance east, and north of the center of population. That center, too, is on its grand march westward. Both, in their regular progress, will reach Lake Michigan. The center of industrial power will touch Lake Erie, and possibly, but not probably, the center of population now move so far northward as to reach Lake Erie also. Their tendency will be to come together; but a considerable time will be required to bring them into near proximity. Will the movement of these centers be arrested before they reach Lake Michigan? I think no one expects it to stop eastward of that lake; few will claim that it will go far beyond it. Is it not, then, as certain as any thing in the future can be, that the central power of the continent will move to, and become permanent on, the border of the Great Lakes? Around these pure waters will gather the densest population, and on their borders will grow up the best towns and cities. As the centers of population and wealth approach, and pass Cleveland, that city should swell to large size. Toledo will be still nearer the lines of their movement, and should be more favorably affected by them, as the aggregate power of the continent will, by that time, be greatly increased. As these lines move westward toward Chicago, the influence of their position will be divided between that city and Toledo, distributing benefits according to the degree of proximity.

"If we had no foreign commerce, and all other circumstances were equal, the greatest cities would grow up along the line of the central industrial power, in its western progress, each new city becoming greater than its predecessor, by the amount of power accumulated on the continent for concentration from point to point of its progress. But as there are points from one resting-place to another possessing greatly superior advantages for commerce over all others, and near enough the center line of industrial power to appropriate the commerce which it offers, to these points we must look for our future great cities. To become chief of these, there must be united in them the best facilities for transport, by water and by land. It is too plain to need proof, that these positions are occupied by Cleveland, Toledo, and Chicago.

"But we have a foreign commerce beyond the continent of North America, by means of the Atlantic Ocean, bearing the proportion, we will allow, of one to twenty of the domestic commerce within the continent. This proportion will seem small to persons who have not directed particular attention to the subject. It is, nevertheless, within the truth. The proof of this is difficult, only because we can not get the figures that represent the numberless exchanges of equivalents among each other, in such a community as ours

* * * * * * * * * * *

"It can scarcely admit of a doubt, that the domestic commerce of North America bears a proportion as large as twenty to one of its foreign commerce. Has internal commerce a tendency to concentrate in few points,

ke foreign commerce Is its tendency to concentration ess than that of foreign commerce? No difference in this respect can be perceived. All commerce develops that law of its nature to the extent of its means. Foreign commerce concentrates chiefly at those ports where it meets the greatest internal commerce. The domestic commerce being the great body, draws to it the smaller body of foreign commerce. New York, by her canals, her railroads, and her superior position for coastwise navigation, has drawn to herself most of our foreign commerce, because she has become the most convenient point for the concentration of our domestic trade. It is absurd to suppose she can always, or even for half a century, remain the *best* point for the concentration of domestic trade; and as the foreign commerce will every year bear a less and less proportion to the domestic commerce, it can hardly be doubted that before the end of one century from this time the great center of commerce of all kinds for North America will be on a *lake harbor*. Supposing the center of population (now west of Pittsburgh) shall average a yearly movement westward, for the next fifty years, of twenty miles, this would carry it one thousand miles northwestward from Pittsburgh, and some five hundred or more miles beyond the central point of the natural resources of the country. It would pass Cleveland in five years, and Toledo in eleven years, reaching Chicago, or some point south of it, in less than twenty-five years. The geographical center of industrial power is probably now in northeastern Pennsylvania, having but recently left the city of New York, where it partially now for a time remains. This center will move at a somewhat slower rate than the center of population. Supposing its movement to be fifteen miles a year, it will reach Cleveland in twenty years, Toledo in twenty-seven years, and Chicago in forty-five years.

* * * * * * * * *

"At the present rate of increase, the United States and the Canadas, fifty years from this time, will contain over one hundred and twenty millions of people. If we suppose it to be one hundred and five millions, and that these shall be distributed so that the Pacific States shall have ten millions, and the Atlantic border twenty-five millions, there will be left for the great interior plain seventy millions. These seventy millions will have twenty times as much commercial intercourse with each other as with all the world besides. It is obvious, then, that there must be built up in their midst the great city of the continent; and not only so, but that they will sustain several cities greater than those which can be sustained on the ocean border."

MICHIGAN CENTRAL RAILROAD CO.

NORTH SHORE LINE STEAMBOATS.

DETROIT AND BUFFALO.

The new and magnificent Steamers PLYMOUTH ROCK, WESTERN WORLD, and MISSISSIPPI will form this line the ensuing season, and commence running immediately upon the opening of navigation, as follows:

PLYMOUTH ROCK ..... P. J. RALPH, Commander,
Will leave Detroit—Mondays and Thursdays.
" " Buffalo—Tuesdays and Fridays.

WESTERN WORLD..... J. S. RICHARDS, Commander,
Will leave Detroit—Wednesdays and Saturdays.
" " Buffalo—Mondays and Thursdays.

MISSISSIPPI ..... S. G. LANGLEY, Commander,
Will leave Detroit—Tuesdays and Fridays.
" " Buffalo—Wednesdays and Saturdays.

These steamers are all new, of the largest class, being about 2,000 tons each. The commanders and officers are gentlemen of great experience and capability. They are fitted up and furnished for the convenience of passengers in a style of comfort and luxury entirely unequaled, and are in all respects considered the safest and most desirable steamers that sail upon the Western waters.

For the transportation of Freight, the line will surpass any thing ever before offered to the public, having arrangements with parties between Boston and New York, and all points west of Buffalo to St. Louis, which will enable them to forward goods and merchandise with greater dispatch than has ever yet been attained.

For the transportation of live stock, these steamers offer facilities to drovers which can not be surpassed or equaled.

☞ Shippers of merchandise from the *East* should mark packages to the care of C. L. SEYMOUR, Buffalo; merchandise from the *West* should be marked to the care of JOHN HOSMER, Freight Agent, Detroit.

C. B. SWAIN, Agent,
DETROIT, MICH.

MICHIGAN SOUTHERN

RAILROAD LINE.

BUFFALO TO CHICAGO.

Toledo, Milwaukee, Racine, Kenosha, Waukegan Galena, Rock Island, Burlington, Dubuque, Madison, Iowa City, St. Louis, St. Paul, and all Places in the West and South West.

The following New Low Pressure STEAMERS form the Line from

BUFFALO TO TOLEDO,

CONNECTING THERE WITH THE

MICHIGAN SOUTHERN AND NORTHERN INDIANA RAILROAD.

ONLY 242 MILES TO CHICAGO.

WESTERN METROPOLIS.....I. T. Pheatt, Com'r.
Leaves Buffalo Mondays and Thursdays.
CITY OF BUFFALO..... .....A. D. Perkins, "
Leaves Buffalo Tuesdays and Fridays.
SOUTHERN MICHIGAN ....L. B. Goldsmith, "
Leaves Buffalo Wednesdays and Saturdays.

Leaving Michigan Southern Railroad Dock, foot of Main Street, Buffalo, every evening (Sundays excepted), at 9 o'clock, or immediately after the arrival of the Express Train from Boston, Albany, and New York, through to Toledo without landing, where passengers take the Lightning Express Train for Chicago, etc.

☞ Passengers, by delivering their Checks to the Agent on the Cars, can have their

Baggage Conveyed to the Boat free of Charge, and Checked Through.

At Toledo this Line of Steamers connects with the TOLEDO, WABASH, AND WESTERN RAILROAD.

Passengers who desire to go all the way by Railroad, can take the LAKE SHORE RAILROAD, at Buffalo, for Toledo, or GREAT WESTERN RAILWAY, at Suspension Bridge, for Detroit, where direct connections are made with the MICHIGAN SOUTHERN AND NORTHERN INDIANA RAILROAD.

THROUGH TICKETS can be purchased at all Railroad and Steamboat Offices East; of the Agents of the Company, John F. Porter, 193 Broadway, New York; B. F. Fifield, Detroit; Geo. M. Gray, Chicago; H. B. Ritchie, foot of Main Street, Buffalo.

SAM BROWN, General Superintendent, Toledo O.

EZRA DOWNER, Traveling Agent.

CLEVELAND, DETROIT, AND LAKE SUPERIOR LINE.

On the Opening of Navigation three first-class PROPELLERS, carrying Freight and Passengers, will constitute the above line, running regularly from CLEVELAND and DETROIT to SUPERIOR CITY, stopping at all intermediate points on Lake Superior The line will be composed of the

IRON CITY.....	Capt. J. E. TURNER.
MANHATTAN.....	" C. RIPLEY.
(New Boat).....	" JOHN SPALDING.

The "IRON CITY" is a new boat, built last season, and is one of the fastest boats on the Lake. The "MANHATTAN" has undergone a thorough repair, and is a sound, staunch boat in every particular. The *new boat*, now being built expressly for the trade, with all the modern improvements for Freight and Passengers. These boats are fitted up expressly for Freight and Passengers. Every attention will be given to the comfort of Passengers, and the prompt delivery of Freight consigned to their care.

☞ For Freight or Passage, apply to

HANNA, GARRETSON & CO., Cleveland.
J. G. HUSSEY, Cleveland.
G. O. WILLIAMS & CO., Detroit.
WM. P. SPAULDING, Saut Ste Marie.
J. P. PENDELL, Marquette.
P. M. EVERETT, "
WM. P. RALEY, Copper Harbor.
S. LEOPOLD & CO., Eagle Harbor.
PITTSBURGH & BOSTON MINING CO., Eagle River.
CARSON & CLOSE, Ontonagon.
E. M. LIVERMORE, "
J. AUSTRIAN, La Pointe.
C. C. CHILD, Bayfield.
H. ROBBINS, Superior

GALENA, DUNLEITH, AND MINNESOTA PACKET COMPANY.

ORRIN SMITH, PRESIDENT, Galena, Ill.
J. P. FARLEY, VICE PRESIDENT, Dubuque.
GEO. C. BLISH, SECRETARY, Galena.

MORNING AND EVENING LINE TO ST. PAUL,

AND A DAILY LINE

FROM GALENA TO ROCK ISLAND.

The Boats of this Company will make regular trips between GALENA, DUBUQUE, DUNLEITH, AND ST. PAUL, connecting at Dunleith with the trains of the ILLINOIS CENTRAL RAILROAD from the East and South, going up and returning—stopping at all intermediate points, and remaining sufficiently long for passengers to VISIT THE FALLS OF ST. ANTHONY.

The following Boats comprise the line between Galena, Dubuque, Dunleith, and St. Paul:

NORTHERN LIGHT	CAPT.	PRESTON LODWICK.
GREY EAGLE	"	D. S. HARRIS.
NORTHERN BELLE	"	J. Y. HURD.
KEY CITY	"	J. WORDEN.
WAR EAGLE	"	A. T. KINGMAN.
GALENA	"	W. H. LAUGHTON.
CITY BELLE	"	KENNEDY LODWICK.
GOLDEN ERA	"	JOHN SCOTT.
GRANITE STATE	"	W. H. GABBERT.
GOLDEN STATE	"	S. R. HARLOW.
ALHAMBRA	"	R. MCGUIRE.

All first-class Steamers, commanded by the most skillful and gentlemanly officers, and are fitted up with a view to the safety and comfort of Passengers.

☞ Being UNITED STATES MAIL BOATS, their punctuality can be relied upon.

THIS COMPANY WILL ALSO RUN THE

FANNY HARRIS	Capt.	R. Andrews.
KATE CASSELL	"	— —

Between Galena and Rock Island, making a Daily Line, connecting at Rock Island with the CHICAGO AND ROCK ISLAND RAILROAD, and the ST. LOUIS, KEOKUK, AND ROCK ISLAND LINE OF FIRST-CLASS STEAMERS, and at Fulton City with the trains of the CHICAGO, FULTON, AND IOWA RAILROAD, and at Galena with the boats of the GALENA, DUBUQUE, DUNLEITH, AND ST. PAUL LINE.

J. F. HILLS, Freight Agent, Dunleith, Ill.

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